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GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

NOTICE TO SUBSCRIBERS

Consequent on paper rationing, new subscribers in Great Britain cannot be accepted until further notice. Any applications will be put on a waiting list, and will be dealt with in rotation in replacement of subscribers who do not renew their subscriptions. Orders for overseas destinations can now be accepted

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

TO CALLERS AND TELEPHONERS

Until further notice our office hours are: Mondays to Fridays 9.30 a.m. till 5.30 p.m.

The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

Death of President Roosevelt

THE death at Warm Springs, Georgia, on April 12, of Franklin Delano Roosevelt, at the age of 63, brought to an untimely end a presidency outstanding in American history. His re-election three consecutive times since he succeeded Mr. Herbert Hoover in 1932 constituted a record. He came to office at a time of intense industrial and financial depression, which was to cause the revenue of American railways to shrink to such a degree as to force many of them into the hands of receivers. At the time of his death war traffics were resulting in record movements of freight and passengers. In the industrial field he will be remembered best perhaps for his "New Deal" programme, which evoked considerable controversy and which was based on a tripartite policy of imposing drastic limitations on large industrial organisations, on developing national resources by such means as huge hydro-electric plants, and on establishing social security in one major operation. Probably, however, it is as the man who over a long period patiently prepared the public opinion of his country for war as a member of the United Nations, and as one of the great leaders in that war, that President Roosevelt will be remembered longest.

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Railway Revenues and Charges

The results of the operations of the controlled railway undertakings issued in the form of a Government White Paper and dealt with at length in our last week's issue, throw into striking relief the manner in which railway costs have risen. Although total receipts were at the record high level of £394,360,000, expenditure was also a record at £301,167,000, and the net revenue of the pool was £90,256,000 or some £15,000,000 less than for 1943. Under the present rental agreement there is no change in the amount accruing to the companies—£43,469,000. Although at first glance a decline in total net revenues might seem an unfavourable factor for the railways, in fact it is more likely to be to their advantage. It throws into immediate prominence the manner in which, with a decline in abnormal wartime traffics, net revenue falls as a result of the swollen expenditure the railways have had to incur, and lends full weight to the warnings issued by the railway Chairmen at the annual meetings as to the need for an early adjustment in railway charges, if the companies are to remain solvent after the war.

■ ■ ■

Taxation of Engineering Industries

With Budget Day rapidly approaching—present arrangements are that the Chancellor of the Exchequer will make his speech on April 24—the Engineering Industries Association has produced a memorandum on industrial taxation which has been forwarded to Sir John Anderson. In large part it is concerned with difficulties which arise from 100 per cent. Excess Profits Tax and the burden of prospective transitional expenditure. It suggests various ways in which these might be reduced, one of which is that it should be clearly laid down that all transitional expenditure should be liable for tax purposes. A second suggested method of assistance is that the initial allowance on new plant should be increased beyond the 20 per cent. proposed by the new Income Tax Bill. Thirdly, it suggests Government loans at a nominal rate representing up to 50 per cent. of the amount paid in E.P.T. An important recommendation is that partnerships and businesses owned by individuals should not be jeopardised because of the surtax liability arising on profits which it is desired to use for expansion; these businesses should be put on the same basis as companies, which are allowed to retain reasonable reserves without the shareholders attracting surtax for that reason. The view is also put forward that it is high time that industry was given some indication as to the future of E.P.T. and especially the post-war credits. It states that considerable engineering projects have had to be shelved because of lack of information as to the availability of post-war credit for the production of capital equipment.

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British Railway Investments in Venezuela

The total British investment in Venezuela is approximately £18,325,447, on which interest amounting to £1,295,701 or 7 per cent. was paid last year. The amount receiving no interest was £10,094,502. Like most railways, those operating in Venezuela generally have done badly during the past 15 years. In total, there is £2,333,594 of British capital invested in railways in Venezuela, and the interest forthcoming on that amount is only £33,411, or 1.4 per cent. As much as £1,999,482 received no interest. Statistics compiled by *The South American Journal* show that for many years the rate of interest receivable on these stocks has been very small, and on the basis of including a number of stocks such as the ordinary and preference issues of the Bolivar

Railway and the ordinary capital of the La Guaira & Caracas Railway, the return generally has been less than 1 per cent. since 1931. Miscellaneous securities in Venezuela, in which £15,991,853 is invested, show a return of £1,262,290 or 7.9 per cent., although rather more than half the total capital—£8,095,020—is unremunerated.

Argentine Railways and New Transport Bill

According to messages from Buenos Aires, the Argentine railway companies have addressed a note to the National Transport Committee, expressing their objections to the new General Transport Law proposals, and stating that if the Bill now projected should become law, it would automatically be followed by the ruin of the companies and the collapse of the railway system. In the view of the railways, the Bill favours road transport systems and the main objections raised by the companies are that the projected law does not take into account the consequences of the expiration of the Mitre Law on January 1, 1947. It implies that railway concessions will disappear as the Bill pre-advises the authorities against the renewal of the privileges at present enjoyed, although the railways grant a 50 per cent. tariff rebate for Government traffic, the 50 per cent. rebate on road tariffs is applicable only up to 5 per cent. of the capacity of a vehicle. Whereas the profit of the railways is limited to a maximum of 6.8 per cent., road transport may earn from 7 per cent. to 20 per cent. a year. Finally, the project omits the fundamental principles of the co-ordination of transport and certain articles make a regulatory plan impossible.

Sir George Nelson on Trade Objectives

In relinquishing office as President of the Federation of British Industries, which he had held for two years, Sir George Nelson set out two main objectives which he believed would be of sufficient strength to maintain co-operation and common effort between the peoples of Great Britain and the United States in the post-war era. The first was the maintenance of peace, and the second the restoration of prosperity. He urged that the proper approach to the latter was to put the machinery of home and international trade into motion on as great a scale as possible, and then to ensure that we had our proper share. To achieve a greatly increased world industrial activity, Sir George Nelson suggested that the greatest long-term contribution could come only from raising the level of prosperity through the industrial development of the nations which so far had not attained a standard of living comparable with the best. Until our export trade had grown to the substantial dimensions necessary to provide the means to pay for our imports, capital from Great Britain could not be so readily available as in the past, but in the long view the more our customers developed their own economy, the more they would be able to buy from us. Our exports would undoubtedly change in kind. There would be a tendency for countries to develop industries to supply their own distributive goods, but from this would arise a demand for capital goods from this country.

U.S. Railways and their Competitors

The American Railroad Association has been endeavouring, by a "straw ballot," to ascertain the attitude of the United States public towards their railways. In some respects the result has been encouraging; in other directions it has been disquieting. There is no doubt as to the present popularity of American railways; despite crowded, uncomfortable, and unpunctual trains, 94 per cent. of the voters agreed that the railways were doing a good job, and only 6 per cent. took an undecided or a contrary view. Only 12 per cent., also, combined to regard lorries or carriage by water as the more important transport agencies; 88 per cent. put the railways first. The disquieting features were those based on ignorance. For example, 54 per cent. of the voters believed that the railways had received more Government aid than any other form of transport; the principle of such aid is not objected to, but the proportions assigned respectively to rail, air, road, and water were entirely at variance with the facts. Some 67 per cent. of the voters were aware of current criticisms against the railway service, but regarded these as due to war conditions, and not therefore deserving of blame; but whereas in 1942 only 20 per cent. of those voting considered that the railways were less safe than before the war, by 1944 this percentage had risen to 35. As to air competition, in 1943 64 per cent. of the voters preferred rail to air travel, even at equal rates, but by 1944 there was a decline to 58 per cent.; of these roughly one-half gave safety as their principal reason for rail preference, whereas 87 per cent. of those in favour of air travel did so because of its superior speed.

Mobile Melter for Snow Disposal

An ingenious method for the disposal of snow on railway tracks has been in use on the Boston & Maine Railroad for the past two winters. A description of the equipment by Mr. T. G. Sughrue, chief engineer, and Mr. L. Richardson, mechanical assistant to the vice-president of that company, appeared in the December 30, 1944, issue of the *Railway Age*. The apparatus consists of a Fox snow loader—a petrol-driven conveyor specially designed for this duty; this removes snow from between the rails and discharges it into a melting tank, made from an old tender. The snow loader, followed by the melter, is propelled by a locomotive which also supplies steam to the melter. When snow drops into the tank, it is melted immediately. A melting tank with a capacity of 10,000 gallons of water will accommodate 100,000 gallons of snow, or about 13,500 cu. ft. Large-capacity sluice valves are arranged to assist in the quick emptying of the melted snow from the tank, a full tank requiring only about 80 seconds for this operation. This dumping of the melted snow can be carried out whilst the vehicle is in motion. With this apparatus the cost of snow removal is stated to be only a fraction of a halfpenny per cubic yard. It certainly offers great advantages over previous methods in which occupation of two adjacent tracks was inevitable, one being required for the snow-loading equipment and the other for the empty wagons. For the quick removal of snow from between platforms and in congested places, the new method has much to commend it where snow presents a serious problem.

Dwarf Running Signals in America

The full-page illustration of the New York Central Lines terminal station at Buffalo, appearing in our March 9 issue, shows the signalling effected exclusively by dwarf type signals, an arrangement met with at some other stations of this class in the U.S.A. The absence of structures for supporting the signals at the higher level customary elsewhere, has certain undoubted advantages, economic and otherwise, but such a method of working needs to be considered in association with the system of signal aspects used and the kind and speed of the traffic movements involved. One cannot compare the working at such stations as these, large as they are, with that at most termini in this country, especially those in certain parts of London and other places carrying a comparable type of traffic. Notwithstanding the adoption of the multi-aspect principle a good view of signals in advance is frequently indispensable to the rapid working of the traffic, at hours when seconds are of serious importance. To use dwarf signals exclusively would result, in many parts of our busy layouts, in signals being obscured by, until the last moment, other trains on adjacent lines and this could not fail to re-act unfavourably on the traffic flow. It seems to us unlikely therefore that the dwarf running signal will find any very extensive application in this country.

The Outlook for Machine Tools

Mr. J. R. Greenwood, Chairman & Managing Director of Craven Bros. (Manchester) Ltd., in his annual statement to shareholders, takes an optimistic view of the outlook for the machine tool industry. Most of the orders on the books of the company are for home consumers, but indications have been received of an unprecedented demand from overseas and some expansion of business is indicated. He draws attention to the fact that high taxation deprives industry of the opportunity of building up reserves which could be used for re-equipment and for normal expansion, but in the case of his own company the most urgent requirement is additional labour. Pointing out that Craven Brothers could take into its service upwards of 600 additional workpeople as soon as they became available, Mr. Greenwood says: "we know that we can offer full employment for some years." The accounts for the year 1944 show a reduction of £58,593 to £104,567 in trading profit, after meeting all expenses and maintenance of plant. The Chairman attributes the decline to a temporary disruption to the programme of the company and, therefore, reduced output during the year, but he adds that the normal flow of output of the company's own products now has been established. Another factor was the continued increase in manufacturing costs, such as material, wages and overheads which again have been absorbed in fixed-price contracts.

American Abandonments Reduced in 1944

During 1944 the mileage of railways in the United States that was closed down as unprofitable fell to the lowest figure of the past fifteen years, and for the first time in thirteen years dropped below 1,000 miles. The total abandoned in 1944 was 640 miles, as compared with 1,096 miles in 1943 and 2,516 miles in 1942. It was in 1917 that abandonment began on an exten-

sive scale, and in the ensuing years there have been only eight years in which the total mileage abandoned has been less than in 1944. As compared with 1942, when one of the principal incentives to the closing down of unprofitable branches was the recovery of usable rails and other track components, in view of the pressing need for this material for war purposes, the longest single abandonment in 1944 was the 43 miles of the International Great Northern line between Navasota and Madisonville, Texas. As mentioned previously in *The Railway Gazette*, the procedure of the Interstate Commerce Commission in sanctioning the closing-down of railways in the United States, which is possible only after I.C.C. inquiry, has been tightened considerably in recent years. Whereas in the earlier months of American participation in the present war, this I.C.C. procedure was short-circuited in some cases by the War Production Board requisitioning the track materials of lines which the railways desired to abandon, the Office of Defense Transportation may now veto a closure, if no alternative method of transport is available, and the employees displaced by the closure must also be compensated. In these ways the closing-down of unproductive branches has been much slowed up.

Locomotive Building Trend in U.S.A.

Significant trends are seen in the locomotive building programmes of United States railways in 1944 and 1945. On January 1, 1944, the locomotive manufacturers had on order for Class I railways 958 locomotives, of which 613, or 64 per cent., were diesel-electric locomotives of various types, and 339, or 35 per cent., were steam; the remaining three were electric locomotives. During 1944 delivery was made of 938 locomotives; 608 of these, or 65 per cent., were diesels, and 329 steam locomotives and one electric completed the total. With orders placed in the interim, at the beginning of 1945 the railways were requiring from the manufacturers 468 locomotives, but the proportions of the different forms of motive power had been so altered that 400 of these, or no less than 85 per cent., are to be of diesel-electric types, and only 66, or 14 per cent., steam locomotives, with two electric locomotives. Although a good deal of the diesel building is of 1,000-b.h.p. types, which, though nominally for shunting, are sufficiently versatile to be used on an extensive scale for yard-to-yard transfer work and short-distance main line freight operation, the large 5,400-b.h.p. quadruple-unit freight locomotives, despite their price of roughly \$500,000 apiece, are becoming increasingly popular; of the latter 125 went into service in 1944. Apart from their average availability of well over 90 per cent., the 1,000-b.h.p. diesels are also much favoured because they can be coupled and driven multiple-unit in pairs of 2,000 b.h.p. with one crew.

Locomotive Cabs

The arrangement of the footplate fittings, and the exterior lines of the cab containing them, for many years have provided a field in which the individual locomotive designer's ideas could be expressed most characteristically. Anyone suddenly transplanted to a locomotive footplate could be in no doubt as to whether he was in the cab of, say, a Great Western engine or one of the L.N.E.R. constituent companies. The modern side-window cab was common in American practice from the "forties" of last century, though few British railways used them before the twentieth century. When attempts were made, some eighty years ago, to improve the spectacle plate by curving it back to form a short roof, many enginemen complained because of the drumming noise set up by the plate, which vibrated noisily when the engine was running at speed. Stroudley's design (presumably inspired by Barclay's on the Highland Railway), with handrails carried up to the roof, remedied this defect. Some of the most characteristic cabs we remember were those of Atch's engines on the Midland Great Western Railway, and Connor's Caledonian pattern; equally individual was the standard L.N.W.R. pattern. Engines built in the future can be expected to be provided with more numerous footplate fittings of increasing complexity; hence there will be a need for increased care in planning their location around the driver and fireman. Elsewhere in this issue we publish an article from a correspondent in which some of these points are considered.

HIGHER RAILWAY DOCK CHARGES.—In our April 6 issue we quoted some details from *The Financial News* in which it was stated that the dock and harbour dues at Hull were 100 per cent. above pre-war levels, whereas the increase at railway ports was but 20 per cent. At Hull the docks are railway-owned—by the L.N.E.R.—and the dock rates, dues and other charges there (other than labourage charges) were on November 1, 1940, as at other railway-owned ports, increased by 20 per cent. by order of the Minister of War Transport.

How the British Technical Press is Handicapped

WHEN fighting ends in Europe another conflict lies ahead. Commerce and industry—especially in the fields of rehabilitation and export trade—will need all the assistance they can call upon to weather the storm.

From the outset, production and distribution will require the exercise of the highest technical skill, and it is in this connection that the value and importance of the country's technical press should have full recognition. In his foreword to a memorandum* issued by the Council of the Trade and Technical Press, Mr. Roland E. Dangerfield, the Chairman, stresses the indisputable fact that the restoration of British trade at home and abroad, on which depends the success of the policy of full employment, can be achieved only if every possible means is fully exploited.

The memorandum points out that technical journals deal with scientific progress and improvement in design, equipment, and production methods the world over. They cover the whole field of information required by manufacturers, by their suppliers and by those whom they supply. Their task is to educate the less knowledgeable and at the same time to inform the expert. If any distinction needs to be drawn between technical journals and trade publications, it may be considered that the former are more concerned with production, the latter with distribution: both are essential to industry.

The Council's memorandum, after referring to the difficulties under which specialised publications have laboured during the last six years, stresses the urgent necessity for the immediate removal of such difficulties and outlines the manner in which this can be achieved. For the last three years, and longer, the technical press has been carrying on with a paper ration of approximately one-fifth of pre-war consumption. Quality of paper and page size have both been cut to maintain anything approaching adequate circulation. Release of highly-skilled technical staff for service in the Fighting Forces and Government departments, the difficulties of printing, block-making, and distribution have all conspired against any easy passage of important information through the presses. It is pointed out that technical editors throughout the war have shown a high sense of responsibility with regard to information conditionally released to them. A policy of caution adopted by Government departments on occasion has resulted in the release abroad of important information ahead of its release in this country, with the result that credit for British scientific development and inventive genius has not always been given where it belonged. It is to be regretted also that British journals with overseas subscribers, with their obvious restrictions as to editorial space and advertising matter, stand at a considerable disadvantage compared with their American competitors. So far as the railway technical press of Great Britain and the United States is concerned, the former is already at a disadvantage because of the much greater size of the manufacturing industry of the latter, as well as the far wider home market for its products. In the United States, with a route mileage of 228,000, compared with only 19,131 in Great Britain, there are 528 major railway companies as against only four in this country.

The memorandum, which expresses "a strong feeling of doubt as to whether official circles fully appreciate the collective importance of the trade and technical press," concludes with a summary of what Government co-operation is essential unless this great force for industrial revival is to remain partially immobilised.

First in the summary there is included an application for additional paper of a quality which will stand comparison with that used by competitors abroad. The additional paper is required not only for an essential expansion, on a considerable scale, of editorial contents and manufacturers' announcements, but to provide additional copies for new readers whose demands cannot, at present, be met.

Secondly, the early release is called for of skilled operatives for the manufacture of high grade paper and for block-making. The numbers of men required are relatively small. The early release of experienced technical and trade key-men is also necessary to supplement editorial staffs which have been working under conditions of the greatest stringency. A high priority is asked for in respect of up-to-date printing machinery. Here again the labour, and material involved, are relatively small. The memorandum also asks for the release of full information on the

* The Trade and Technical Press of Great Britain—A Vital Service to Industry. Issued by the Council of the Trade and Technical Press, Imperial House, Kingsway, W.C.2. Post free on application.

many new discoveries that British research and skill have developed during the war.

In conclusion, the Council, stressing the necessity for close Government collaboration, submits that no consultation with industries should take place without representation by the technical and trade press, which is in the best position to review any industry dispassionately as a whole.

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Argentine Railways and the Declaration of War

WHEN Argentina declared that a state of war existed between herself and the Axis Powers on March 27, investors in public utility undertakings, and in the Argentine railways in particular no doubt wondered what effect the decision might have on the future of their investments. Ever since June 4, 1943, when the present military government took over the direction of the affairs of the country, it has been evident that its policy would be totalitarian in its aims. Congress was dissolved, all political parties were disbanded, trade unions were nationalised, provincial and municipal police throughout the country were transferred to the Federal authority, and so strict was the censorship that press and radio became little less than government monopolies. Decrees covering well-nigh every form of activity were numerous; indeed, one report stated that during the early months of the régime they were issued at an average rate of 75 a day.

Private enterprise does not thrive, even if it survives, in a totalitarian atmosphere and it was not long before ways and means were explored of transferring to the state public utility services in joint-stock ownership, many of them held by investors overseas. Among the first to receive attention was the British-owned Primitiva Gas Co. Ltd., which for many years had served the residents of the city of Buenos Aires in a manner which even anglophobes had to admit was efficient. The urge towards nationalism was great and the company's installations were taken over under an order from the courts at a price to be settled subsequently by arbitration.

The experience of the Anglo-Argentine Tramways Co. Ltd. has been even more unhappy. After many years of precarious existence under wholly uneconomic fares and after numerous unsuccessful attempts to prevail on the authorities to allow higher scales of charges, the company eventually agreed to exchange its assets for shares in the Buenos Aires Transport Corporation, a State-cum-private enterprise which merged all forms of urban transport—trams, underground railways, and buses. It was hoped that, with co-ordination thus achieved along parallel lines to the London Passenger Transport Board, the end of the Anglo-Argentine Tram Company's troubles were in sight, but shareholders were again disappointed. Not only were fares not raised, but the corporation, having failed to meet its obligations under a locally-contracted State-guaranteed debenture issue, had to allow the management to be vested in a State-appointed controller.

Stockholders in the British-owned Argentine railways will wonder whether the recent declaration of war by the Argentine government will bring, as a corollary, the relinquishment of totalitarian methods and more conciliatory treatment of private enterprise. Not many months hence, the future of the railways is likely to be more clearly defined. At the end of next year, the concessions under the Mitre Law which permitted the companies to import, free of duty, the materials required for the construction and operation of their lines, and exonerated them from all forms of taxation—national, provincial and municipal—in consideration of the payment to the national government of 3 per cent. of their net receipts, will lapse. There are no indications as to the new conditions under which the companies will be permitted to carry on their business, or whether they will be taken over by the state, but between now and the end of 1946 the present military government may implement its promises to hold general elections, in which event the companies will be in a position to lay before congress their proposals for the continued operation of the railways under joint-stock management.

In the meantime, Argentine foreign trade statistics indicate that the transition from war to peace may have begun. For the first two months of the current calendar year exports were valued at \$270,645,000, comparing with \$410,622,000 in the same period last year, a decrease of 34 per cent. On the other hand, imports to the value of \$164,381,000 entered the country, against \$145,445,000, an increase of 13 per cent. When hostilities cease, a temporary lull in Argentine exports is to be expected, in consequence of the diminishing demand from the armies in the

field, but exports will be resumed soon afterwards with renewed activity as the countries impoverished under the Hitler régime recover their liberty and economic well-being. The slight revival in imports already recorded may mean that the much-needed relief in the form of imported manufactures, is at last on the way, though the fact must not be overlooked that prices are appreciably higher so that the actual quantity of supplies entering the country, as yet, may not be much greater than before. Whether the declaration of war will enable industrialists in the United Nations to ship their products more freely to Argentina is not yet known. It may be that recognition of the Argentine government by the United States and Great Britain will be an indispensable pre-requisite.

■■■

Wise Policy Advocated in India

NOW that all the major railways in India are State-owned and worked, the Government of that sub-continent and the Indian Railway Conference Association are faced with various new problems. Perhaps the most important are (1) whether further amalgamations should be effected; and (2) whether standardisation of organisation throughout the country is desirable. These two issues, incidentally, are far from being confined to India, and the views of the President of the Indian Railway Conference Association and of the Honourable Member for War Transport (summaries of whose addresses at the 47th session of the I.R.C.A. appear on another page) are, therefore, of universal interest, especially as they are fundamentally and emphatically in agreement. Their answers to both questions are in the negative, and they are of opinion that, although the local rounding off of some of the railway systems, by transfers of short sections of line here and there as between them, may be desirable, further grouping by amalgamation should not be contemplated. This decision, no doubt, is prompted by the unwieldiness of larger groups, and by the risk of sacrifice of the team spirit on each component railway, such as has occurred in certain cases in this country and elsewhere when amalgamations have been effected.

Sir Edward Bentall, Member for War Transport, and Mr. Cuffe, President, I.R.C.A., are equally agreed that any attempt to standardise organisation on the Indian railways, with their wide divergence as at present existing, would be a serious mistake, although they realise that some modification in individual cases is undoubtedly desirable. On the contrary, they welcome a healthy spirit of competition and rivalry in operational methods and organisation as between the various railways, even though, in course of time, experience will doubtless show some systems to be superior to others, resulting eventually in tendency towards uniformity in some respects. The Honourable Member's final words of warning on this subject are particularly enlightening, especially as they come from one who might, in some quarters, be considered as the mouthpiece of bureaucracy. They are: "The danger of State ownership resulting in leaden leadership, and of a doctrinaire wielding of immense power at the top killing local initiative, must always be guarded against."

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Canadian Pacific Railway Company

RESULTS of operations of the Canadian Pacific Railway Company for the year 1944 as shown by the report were marked by increased gross earnings and lowered net income. Labour costs rose sharply as a result of the wage award granted by the National War Labour Board, and traffic rates remained at their low pre-war levels. Working expenses, with taxes, took a larger proportion of the gross earnings than in any year since the completion of the company's trans-continental line. Ton-miles of freight and passenger-miles exceeded those of the previous record year 1943. That this was accomplished notwithstanding the wartime difficulties of shortages of manpower, equipment and materials and of other restrictions, gives evidence of the efficient discharge by the company of its share of the responsibilities. Gross earnings were 7.3 per cent. greater than in 1943, and receipts from freight, passenger, mail and sleeping and dining car services were larger than in any previous year. Although the output from the Dominion's manufacturing industries continued to flow freely in response to war demands, the principal traffic increases were in agricultural products. The opening of important export markets, together with a marked improvement in shipping supply, made it possible for Canada's main food products—

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chiefly wheat—to move in vast quantities. Earnings from grain and grain products increased \$14,900,000, or 33 per cent.

In "other income" the net earnings of ocean and coastal steamships decreased by \$1,006,689. Earnings were lower as a result of smaller fleets in operation, and, in the case of coastal operations, a decline in traffic connected with war projects in Alaska. Hotel net earnings exceeded those of 1943 by \$515,406. A record volume of business was handled at the city hotels, but the resort hotels remained closed throughout the 1944 season. Earnings of the Northern Alberta Railways declined sharply as a result of higher costs of operation and a reduction in the transport requirements of war projects in North-Western Canada. Fixed charges, including the payment of guaranteed interest on "Soo" line bonds, showed a reduction of \$1,668,451. On the ordinary stock, dividends representing 5 per cent. were declared from the earnings of the year. They include the final dividend of 3 per cent. which was declared subsequent to the end of the year 1944, and is payable on March 31, 1945. This 3 per cent. dividend, amounting to \$10,050,000, is not deducted from the profit and loss balance of \$251,715,008 shown in the balance sheet as at December 31, 1944. General financial results are compared in the accompanying table:—

	1943	1944
	\$	\$
Freight earnings	217,943,039	233,118,473
Passenger earnings	51,168,685	56,310,130
Gross earnings	297,107,791	318,871,034
Working expenses (including taxes)	247,896,224	275,711,370
Net earnings	49,211,567	43,159,664
Other income	16,270,751	12,371,315
Total income	65,482,318	55,530,979
Fixed charges	22,499,600	20,831,149
Net income	42,982,718	34,699,830
Preference dividend	5,042,782	5,042,782
Ordinary dividend of 2 per cent. for 1943, paid		
December 1, 1944		6,700,000
Balance to profit and loss	37,939,936	22,957,048

Exclusive of taxes the increase in working expenses was \$35,299,336 and the operating ratio was 78.92 per cent. compared with 72.82 per cent. in 1943. Wage payments charged to expenses during the year were \$20,283,548 greater than in 1943. Maintenance of way and structures expenses advanced by \$7,972,687. During the year 1,447,254 treated and 1,647,063 untreated sleepers were placed in track, 637 single track miles of new rails were laid, and 66 miles were rock-ballasted. Testing of rails for hidden defects by the Sperry detector-car covered 8,344 miles of track. Locomotive heavy repairs included the shopping of 732 engines. At the end of the year 92.2 per cent. of locomotives and 97.8 per cent. of freight cars were in serviceable condition. Transport expenses amounted to \$111,381,811, an increase of \$15,767,851 or 16.5 per cent. Higher wage rates and increasing prices for materials more than offset the improvement in performance indicated by the following averages:—

	1944	1943
Freight train load, gross tons	1,785	1,729
Freight train speed, miles per hour	16.2	15.9
Freight car miles per car day	47.8	43.0
Gross ton miles per freight train hour	28,913	27,435
Passenger miles per train mile	141	132

Revenue freight traffic totalled 27,375 million ton miles, 2,425 million greater than in 1943. The average revenue per ton-mile was 0.85 cents as compared with 0.87 cents in 1943. The average passenger journey was 157 miles, against 150 in 1943.

Was it the First Step?

IN an excellent speech Mr. Brendan Bracken, Minister of Information, replied to one by Mr. Bevin, Minister of Labour, who *inter alia* wants "nationalisation of transport." He said he was delighted by a passage in Mr. Bevin's speech in which he denounced monopolies. There are two sets of monopolies in Britain. Some employers harm the capitalist system, discourage enterprise, and hurt the consumer by their restrictionist practices. Likewise the great trade union system, which has done so much for the improvement of our affairs, is disfigured by restrictionist practices. He recently read the following remarkable sentence from a report of a speaker at the Easter meeting of the National Union of Boot and Shoe Operatives: "As Socialists we should not object to monopoly interest. It will be easier to take over a monopoly than to take over 100 little concerns." Language like this encouraged the charge that labour monopolies do not fight capitalist monopolies; they join them.

The foregoing quotation and comment by Mr. Bracken are particularly interesting to us because 25 years ago, when the Railways Act of 1921 was still a Bill, *The Railway Gazette* warned its readers that the proposal to amalgamate 120 railway companies into the four group companies, if sanctioned, would probably prove to be the first regular step towards railway nationalisation. Now if there should be "unification" of the four main-line companies, it will be the second regular step.

Mr. Bracken said there would be plenty of Conservative support in fighting monopolies. But when the Socialists suggest that Britain should set up the biggest of all monopolies—Government direction of industry, transport, the banks, fuel, and power—neither Conservatives nor millions of electors who have no party affiliations will follow them. Examining past relations between Government and industry, he said that Governments had been a sleeping and greedy partner in every British business. By over-taxed company reserves, by refusing adequate depreciation allowances, by unwise currency policies, and by contradictory tariff policies they had harassed all engaged in British industry. In the light of that record politicians had no qualifications to lecture sections of British industry for owning antiquated machinery. In fact, politicians had a great responsibility for obsolescent plant and equipment.

Britain, in Mr. Bracken's opinion, would never accept the sort of totalitarian State desired by the Socialists. The Government had many means of encouraging our industries, but it had neither the time nor the qualifications to manage them. Instead of messing about with nationalisation schemes, which must inevitably create confusion, not to say chaos, the whole productive power of the country should be geared up to provide our people with the homes, the furniture, the clothes, and all the other goods they so greatly deserved. Ample production would make controls pass swiftly and justly away. "Britain has prospered by daring. What sort of future lies ahead of us if under State control risk-taking is abolished or controlled by that excellent body, the Public Accounts Committee of the House of Commons? We are now in the midst of a new industrial revolution. Our scientists, our workers, our industrialists, our financial institutions are the best in the world. What folly it would be to crib, cabin or confine them in monopolies controlled by the State, employers, or labour monopolies. As a nation of enterprisers our future is boundless. As a nation of form-fitters and restrictionists we have the bleakest of futures. Fears and doubts of our future seem to hag-ride the Socialists towards a lop-sided totalitarianism. Why should we be timid in facing the future?"

• • •

Privately-Owned Railway Wagons

AT the annual general meetings of the railway companies the Chairmen stated that, in their view, there was no question that the common user of privately-owned railway wagons would lead to greater efficiency and saving in transport. They further indicated that the railways had commenced discussions with the various interests concerned in the provision and use of privately-owned wagons with the object of endeavouring to reach agreement as to the best means for securing a greater measure of common user than existed before the war. In making this approach, they had in mind the recommendation in 1928 of the Standing Committee on Mineral Transport appointed by the Minister and the President of the Board of Trade that an extension of common user of such wagons should be secured by the formation of wagon pools in districts.

Little, however, had been done in this direction up to the outbreak of war other than those cases where pooling has been effected as the result of the amalgamations of collieries. After their experience of the savings secured as the result of the wartime common user of wagons, the railways made it clear that their post-war arrangements should provide for the greatest possible measure of common user of privately-owned wagons; the extended use by the industry of 20-ton instead of 10 or 12-ton wagons, as well as the adoption of such standardised types of wagons as would best meet the needs of the industry.

The progress of the discussions necessarily has been slow because the problem involves a number of factors, other than transport costs, which must be taken into account, together with various complicated and frequently conflicting issues. Although no public statement has yet been issued as to the present stage of the negotiations, *The Financial Times* states that they have reached a stage at which a wide measure of agreement in principle

has been secured and there are good prospects of the early formulation of an agreed policy.

The progress of the discussions obviously will be conditioned to some extent by the post-war organisation of the mining industry, and in this connection the Reid Committee's recently published report made no reference to pooling, but expressed the view that a greatly increased use of 20-ton wagons was certain and would be essential to the efficient handling of the bigger tonnages from the larger mechanised colliery units envisaged in their report. It therefore recommended that all new or remodelled mines should be provided with accommodation for wagons of at least 20 tons capacity.

The possibility of the parties concerned reaching agreement as to the complete common user of coal or mineral wagons seems

to us rather remote because of the diverse interests involved, and it will be interesting to know whether any agreement which may have been reached provides for the general adoption of wagon pools. In this connection the Standing Committee on Mineral Transport recommended that to begin with, pools of a minimum size of 3,000 wagons should be formed, although the creation of larger pools should be encouraged wherever possible. It also suggested that where the requirements of a recognised colliery district warrants it, smaller pools than 3,000 wagons might be permitted and, in any case, it should be open to the railway companies to participate in the pools by agreement. From a railway operating point of view the larger the size of the pools the better, and further news of the progress of the discussions will be awaited with keen interest.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Rotary-Cam Poppet Valve Gear

12, Albert Road,
Worcester. April 14

SIR.—From the remarks in his letter in your February 9 issue, it would appear that apart from the good report from Malaya which he quoted, Lieut. Commander P. Ransome-Wallis has not been very fortunate in his experience of poppet valve gear.

Out of some thousands of miles foot-pole experience on three main-line systems, I can honestly say that I have never met a single case of valve sticking, or for that matter any other untoward event affecting performance, and could reference be made to all poppet valve gear users throughout the world, cases of valve sticking would, I am sure, be found to be very exceptional.

Poppet valve gears are still comparatively young and there have doubtless been some bad applications as well as good ones, possibly due to lack of practical experience in the early days, but I always remember one running shed foreman—having had Caprotti express passenger locomotives in his care for about ten years—praising them because "you can run them off their wheels, they never let you down."

As an "unimpeachable authority" one might quote Mr. G. Da Costa who, in his excellent paper on the "Indicator Diagram" published in *Journal No. 149* of the Institution of Locomotive Engineers, and speaking from practical experience with both piston and poppet valve locomotives, states:

"There are cam-operated valve gears which can be designed to produce correct valve events at all cut-offs. It is reasonable to assume they will prove superior in economy to the Walschaerts gear at early cut-offs, and so tests have shown. Developments in the design of cam-operated gears will make locomotives 3-10 per cent. more economical in steam than with the best Walschaerts gear, the higher figure of economy being reached under light loading."

It seems therefore more than likely that authoritative articles could be written by responsible officers of different railways in various parts of the world, based on practical experience, which would be as much in favour of the poppet valve gear as Mr. Loubser's article was to the contrary.

Yours faithfully,
L. T. DANIELS,
A.M.I.Mech.E. A.M.I.Loco.E.

Railway Wage Rates

5, Maxwell Rise,
Watford, Herts. April 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—On page 333 of the April 6 issue of THE RAILWAY GAZETTE there appears the statement that "the average wage rates for male adults of the four main-line railway companies are now 93s. a week against 63s. 2d. in March, 1939." This gives an increase in the average weekly wage rate of 29s. 10d.

As the general special war advances to railway male salaried staff are only 25s. 6d. the above statement needs some clarification. It is true that the lowest paid conciliation grades receive a further addition of 4s. 6d., which would give a total of 30s., but that amount is "scaled down" for the higher paid staff, so that the average wartime increase would be much less than 30s.

As the pre-war figures quoted are those for March, 1939, some

of the increase quoted would be due to the raising of the minimum conciliation rate from 43s. to 45s. in July, 1939, and to 48s. (industrial areas) in October, 1939. Even these increases were "scaled down" for the higher paid staff, so it is doubtful whether their inclusion would account for the increase of 29s. 10d. in the average.

A considerable number of the lowest-paid posts in the conciliation grades during the war are filled by women, and if posts now filled by women are not included in the later average, I suggest that the comparison is not a true one, for it would then be a comparison between the average wages paid in *all* posts pre-war compared with the average wages paid mainly in the higher posts at present.

The position as to salaried (and particularly clerical) grades is that no position (unless it has been revalued and placed in a higher class) carries an increased weekly salary or rate as high as 29s. 10d. Adult male salaried staff receive a special war advance equivalent to 25s. 6d. a week, and those on the maximum of the lowest class receive a further 3s. 10d., making a total of 29s. 4d. This 3s. 10d., however, applies only to part (those a year or more on the maximum) of those in lowest class, who so far as clerks are concerned are about 50 per cent. of the total in normal times. Of course, during the war thousands of Class 5 clerks have joined up, but not nearly so many in the higher classes, and if the posts of Class 5 clerks filled as a wartime measure by women (on a lower scale of pay) are excluded from the present-day average, here again I suggest that the comparison would not be a true one.

Yours faithfully,
H. W. HOWARD

[Mr. Howard has raised a most interesting point but it is a fact that the average rate of pay of male adult workers on the railways is now 29s. 10d. a week higher than it was in March, 1939, although the war advance is only 25s. 6d. a week. The apparent anomaly arises from the fact that the constituents of "male adult railwaymen," whose individual rates of pay provide the basis for the average figure, differ at the present time from those existing in 1939. For example, in 1944 the railway companies employed nearly 60,000 more females than they did in 1939 and nearly 30,000 less men. The majority of the females are employed in the lower-graded posts, with the result that a large number of the adult male staff are occupying higher-grade positions than they did in 1939 and consequently the average rate of pay shows an increase. Another feature to be borne in mind is that the operation of the railways under war conditions has made it necessary to employ a much greater percentage of the staff in higher-paid grades, such as engine drivers, goods guards, etc., and this naturally has increased the present average wage rates. These comments illustrate the undesirability of drawing conclusions from average figures without a full appreciation of what they actually represent.—ED. R.G.]

Tourist Agents

Department of National Service Entertainment,
Theatre Royal, Drury Lane,
London, W.C.2. April 14

TO THE EDITOR OF THE RAILWAY GAZETTE
SIR.—Of course the writer of your editorial article in *The Railway Gazette* of April 13 is right.

The term "Tourist Agent" is not only vague and misleading, but, if used, ought to be hyphenated. The tourist-agent is a travel-serviceman and his business is a travel-service office. How can he be "agent" for his own tours and hotels?

Yours faithfully,
MAT. C. BYRNE,
Ensa Transportation (Railway) Sect.on

The Scrap Heap

ARITHMETIC PORTER

Finding three heavy suit cases he divides by two and carries one.

* * *

Many a 6-ft. man has been drowned in water of an average depth of 1 ft.

* * *

Some 93 cwt. of green vegetables, 74 cwt. of potatoes, 3,432 lettuces, 9 cwt. of onions, and 3 cwt. of tomatoes were grown in the gardens of the G.W.R. Emergency Headquarters during 1944. The crops were used in neighbouring station refreshment rooms and in staff canteens.

* * *

When the Royal train, with its ten coaches, entered the station it made a perfect stop, a fact which drew congratulations from railway officials to Driver G. Boyes, of Waldgrave Road, Edge Hill, Liverpool.—*From a newspaper report.*

* * *

Prof. Gilbert Murray, speaking in Westminster:—

"I travelled up from Oxford, and really I'm rather glad to be in London alive."

Most travellers just wish they were dead. . . .—*William Hickey in "The Daily Express."*

* * *

A LONGISH TRAIN

The first Allied railway train will cross the Rhine today (April 9). It will cross by a bridge built by United States engineers in 11 days.

The bridge can handle the heaviest goods train on the continent—a train of 500 to 1,000 wagons will go over it today. It is a semi-permanent affair, expected to last from 10 to 20 years, and measures 2,580 ft., with its approaches.—*From "The Yorkshire Post."*

* * *

WAS IT NECESSARY?

Our Colombo correspondent reports that although restrictions rendered Easter holiday traffic comparatively light in Ceylon—such traffic was not without a certain amount of excitement. Boisterous behaviour on the part of number of pilgrims returning from Sri Pada in a crowded train led to the arrest of three of them, and



"How many more times? It doesn't mean you, it's them."

several others jumped off the train when they became aware that the police were after them. The guard of the train locked himself in the brake-van to escape the fury of the mob, but the glass panes of the van were smashed and the guard assaulted and threatened with stabbing. The trouble started because the guard refused to accommodate some pilgrims in the brake-van which was already crowded.

BOARDING THE BUS

It is surely time that the responsible authorities put an end to the dangerous and persistent habit of the London bus conductors in giving the starting signal while passengers are still attempting to board the bus. Complaint to the L.P.T.B. is met by the invariable reply that the public asked for faster buses, and has got them; hardly an adequate answer to a continual infringement of the safety margin, and curiously forgetful that the first object of a bus service is to convey passengers, not leave them behind.—*From a letter by Mr. C. B. Acworth in "The Times."*

100 YEARS AGO

[*From THE RAILWAY TIMES, April 19, 1845*]

DIRECT RAILWAY FROM DUBLIN TO SLIGO.—The Provisional Directors of the Mullingar Committee, impressed with the importance of immediately proceeding to carry out their original intentions of extending their line to the North, have directed the necessary preliminary Surveys and Investigations for that purpose to be made from Longford to Sligo. A prospectus with detailed information will be published in a few days, meantime communications will be received by

JAMES MALLEY, Secretary,

48, Upper Sackville-street, Dublin.

GRAND JUNCTION RAILWAY.—FURTHER REDUCTION IN PASSENGER FARES.—The public are informed that on the 1st of May next the Fares on this Railway will be considerably reduced. Full particulars will be given in a future advertisement.

Day Tickets will also be issued.

An Express Train, performing the distance between Liverpool and Birmingham in about three hours will also commence running on the same day.

New Time and Fare Bills, containing the above changes, may be had at any of the Stations on the said Railway, on and after the 26th instant.

By order of the Board.

MARY HUISH, Secretary.

GOODS BY RAILWAY.

CHAPLIN AND HORNE Forward Goods by the various Railways as under, (on their own account or as Agents of the Companies), viz.:—

NORTHERN LINES,

To Liverpool, Manchester, Chester, Warrington, Hertford, Crewe, Macclesfield, Sandbach, Congleton, Leek, Whitmore, Stafford, Shropshire, Potteries, Wolverhampton, Birmingham, Coventry, Leamington, Warwick, Burton, Tamworth, Leicester, Derby, Nottingham, Sheffield, Wakefield, Leeds, Hull, York, Huddersfield, Halifax, Bradford, Darlington, and Newcastle.

BY SOUTH WESTERN RAILWAY,

To Basingstoke, Andover, Salisbury, Winchester, Romsey, Gosport, Portsmouth, Southampton, Poole, Christchurch, Wimborne, Ringwood, Lympstone, Blandford, Dorchester, Weymouth, Havre de Grace, Guernsey, Jersey, St. Malo, Isle of Wight, Plymouth, Torquay, and Dartmouth.

BY GREAT WESTERN RAILWAY,

To Bath, Bristol, Cheltenham, Gloucester, Witney, Abingdon, Oxford, &c. &c.—and

BY LONDON AND BRIGHTON RAILWAY, To Brighton, Shoreham, Horsham, Worthing, Cuckfield, Uckfield, Lewes, Reigate, and Dorking, and—

BY DOVER "SOUTH EASTERN" RAILWAY, To Dover, Folkestone, Hythe, Ashford, Canterbury, Rye, Hastings, Tonbridge, and Tonbridge Wells.

And most of the intermediate and adjacent places,

FROM HAMBRO' WHARF, THAMES STREET; Railway Station, Camden Town, and their Offices, City and the West.

London: Printed at 137 and 138, Aldergate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, by JOHN THOMAS NORRIS, Printer, residing at 23, Myddleton-square in the Parish of St. James, Clerkenwell, in the county of Middlesex, and published by him at the *Railway Times* office, No. 122, Fleet-street, in the Parish of Saint Bride, in the City of London.—Saturday, April 19, 1945.

The addresses on correspondence to these offices at times show considerable variety and even a certain amount of imagination. The accompanying illustra-

Kailey Company Ltd

33, Joolal Street

London (S.W. 1)

tion is a reproduction of the address which appeared on an envelope recently received by our associated contemporary *The Railway Magazine*.

In the United States a film director has lost his wife in the divorce courts, on her complaint that he played with toy trains instead of taking her out.—*From the "Daily Express."*

RIGHT DOWN

London Transport conductors have their own methods of crowd control. On a bus to London Bridge recently "passing down the bus" was more than usually reluctant. After the customary and unavailing exhortations the conductor clarified his request, "Pass down the car, please, right down to where it says DO NOT SPIT. I thank you."

USED 10-YEAR-OLD RAIL TICKET

A man who used more than 20 old railway tickets, one of which was ten years old, was fined £5 with five guineas costs at Slough recently for travelling without paying his fare. It was also said in court that when asked on a Paddington train for his ticket, he produced four out-of-date tickets. One was three years old and another two years old, and he said "I think one of these will do."—*From "The Star."*

UNCOPLED TRAIN FOR FUN

A "bit of fun" which resulted in an engine and one coach being detached from the rest of the train as it was leaving Cambridge led to the appearance before Cambridge magistrates, recently, of a young tractor driver.

For the L.N.E.R. it was said that a train was snatched away but the driver was unable to get the brakes off. The Communication cord had been pulled at several places and when this was put right the engine moved off with only the first coach, leaving the rest of the train behind. It was found that the coupling had been unscrewed.

When interviewed the tractor driver said: "For a bit of fun I got down between the coaches and unscrewed the coupling."

He was fined £4 with £2 11s. costs and damages.

TAILPIECE

(The military railway bridge plays an important part in the war)

The foe retreating wrecks the track
The Army comes and puts it back,
And when the railway bridge is gone
The Army builds another one.

The military engineer
In nerve and skill has scarce a peer,
And his resource and courage function
Not least in bridge and track and junction.

The track is up, the bridge is gone,
The Army throws another one
From shore to shore, from ridge to ridge,
A military railway bridge.

E. C.

April 20, 1945

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

VICTORIA

Noteworthy Sand-Drift Clearance

Nearly every year, but especially in drought years, drift sand presents serious problems, but the conditions which prevailed on the Kerang to Swan Hill line in October of last year were exceptionally severe. Because of sand piling up on the tracks, the 9 a.m. mixed train from Swan Hill to Kerang on October 16 was unable to run beyond Lake Charm, and the engine of the 9.30 a.m. goods train from Swan Hill on the same date was derailed between Tresco and Mystic Park.

The delays to local services involved emergency arrangements for the carriage of passengers and mails by road, but the job of re-railing the engine and clearing the tracks called for sustained work on the part of the men concerned. Those men rose to the situation, but, after they had cleared the tracks sufficiently to enable another engine to approach the derailed locomotive, they found that they could not move the latter.

The aid of the steam crane from Bendigo was then enlisted, but in the meantime the whirling sand had again covered the tracks, and, even after concentrated toil by the gang concerned, it was found difficult to get the crane within reach of the locomotive. Ultimately, this was achieved, and the engine set moving again, but, as the sand was blowing so thickly and continuously that the driver of the crane could not see the signals being exhibited to him by the man on the ground, the situation was particularly difficult. Frequently, it was necessary to suspend re-railing operations, and there were stages in the work in which the sand came in faster than it could be shovelled out. Nevertheless, the tenacity and energy of the gang prevailed. The track was cleared for service and the work received the congratulations of the Railway Commissioners.

INDIA

Purchase of Sialkot-Narowal Railway

The Railway Standing Finance Committee met in New Delhi on January 29 and 30 to consider railway demands for grants for 1945-46 and the supplementary demands for 1944-45. Mr. Zahid Hussain, Financial Commissioner of Railways, was in the chair. It approved of notice being given for the purchase of the Sialkot-Narowal Railway (worked by the N.W.R.), a branch line of 39 miles. The purchase price is a little over Rs. 381 lakhs.

SOUTH AFRICA

Cape Town Foreshore Scheme

The recommendations of the foreshore development investigation committee, placed before the House of Assembly in February last, approve the plan of the Railway Administration to retain the present site of Cape Town's railway passenger terminal and goods depot. Members of the committee state that the opportunity of replanning the central portion of the city is unique. The investigation committee was appointed as a result of an offer by the Minister of Transport, Mr. F. C. Sturrock, to end the deadlock which had arisen between the railway authorities and the City Council regarding the site of the new station.

Major-General Sulumper, Director-General of Transportation at the British Ministry of Supply, who came to South

Africa in December last to advise the Union Government on post-war works, was appointed chairman. Prof. L. W. Thorton White and Lt.-Colonel W. Marshall Clark were nominated by the Minister of Transport, and the City Council representatives were the Mayor, Mr. E. G. Nyman, and the Deputy-Mayor, Mr. A. Bloomberg.

Narrow-Gauge Lines

The South African Railways Administration operates a narrow-gauge railway line between Port Elizabeth and Avontuur, the total length of which, including the extension to Patentie, is 139 miles. Many attempts have been made by farmers in this area to have the line changed to one of standard gauge (3 ft. 6 in. in South Africa).

The Minister of Transport recently received a deputation on the subject. He said that it was clear to him that the future held no scope for narrow-gauge lines. In any case they would have to go, to be replaced either by standard-gauge lines or by road motor services. He could express no opinion on the Port Elizabeth-Avontuur line until the matter had been fully investigated.

Railway Staff

At the end of 1944 the staff of the South African Railways & Harbours Administration numbered 145,283. Of these, 83,446 were Europeans, and 61,837 non-Europeans.

The Europeans are divided into three categories—permanent, temporary, and casual. The latest returns show 72,959 Europeans on the permanent and temporary staffs, and 10,487 casual.

Of the 8,896 railway employees still on active service, 8,287 are European and 609 non-European. So far, more than 5,000 railwaymen who volunteered for active service have returned to their civil occupations on the railways.

Durban Bay Reclamation

Pumping has now begun to reclaim land for Durban's new railway workshops, which will be part of a large development scheme at the head of Durban Bay. For some time vessels belonging to the Hollandsche Aanemeen Maatschappij, the firm which has been awarded the contract for reclaiming the land, have been in Durban and the preliminary preparations for the work have been completed. The company was responsible for the £2,500,000 Cape Town foreshore reclamation.

S.A.R. Estimates

The South African Railways & Harbours estimates of expenditure for 1945-46 were submitted to the House of Assembly in February last. The total estimated expenditure is £61,047,000, as compared with £53,455,000 in 1944-45. Most of the increase is on account of wages and allowances, and operating costs.

As a result of the revival of the airways service, the estimated expenditure on airways is £298,000, which is £243,000 higher than in 1944-45. A total of £10,000 is provided for aerodromes. Under the head of "steamships expenditure" £989,000 is sought for the ensuing year, as compared with £1,294,000 in 1944-45. The decrease of £305,000 is ascribed to lower oversea insurance premiums and a smaller number of vessels to be operated. Maintenance of permanent way and works will cost £1,050,071 more in 1945-46 than in the year ended March 31, 1945, maintenance of rolling stock will cost £893,557 more,

running expenses £1,304,105 more, traffic expenses £1,530,905 more, road motor services £331,077 more, and catering and bedding services £273,689 more. The figures include the estimated expenditure on the services in South-West Africa which are operated as part of the Union services.

CANADA

C.P.R. Fluorescent Lighting

The first fluorescent-lighted passenger coach on Canadian railways was inspected by officers of the Canadian Pacific Railway recently at the Windsor Station, Montreal. The coach, which was equipped with the modern lighting in the Angus Shops, was one of the last to be built since the war started. Fifty lamps and diffusing plastic shades have been installed in the ceiling and on the lower sides of the luggage racks. There is one lamp over each of the reclining seats in this 72-passenger coach with individual switch control for all seat lamps.

UNITED STATES

Another Fissured-Rail Derailment

A transverse fissure in a rail was responsible for the almost complete derailment, on November 18 last, of the West Coast section of the "Tamiami Champion" streamliner of the Atlantic Coast Line Railroad operating between New York and Tampa, Florida. The accident occurred at 8.50 a.m. near Hortense, Georgia; the train was hauled by a triple-unit diesel-electric locomotive, the rearmost bogie of which left the track, followed by 15 of the 18 all-steel vehicles. No fatalities resulted, and minor injuries only were sustained.

The break in the rail, due to a 70 per cent. fissure, was 11½ in. from the running-on end of the rail, and thus, unfortunately, was between the point of attachment to the rail of the electric bond-wires used in connection with the three-position automatic signalling; consequently, no adverse signal indication was given as a result of the break.

Only seven days before the derailment, a Sperry detector car had passed over the section and had detected no flaw; but it appears possible the Sperry detection is not effective through the length of a rail to which the fishplates are applied. In this case, 24-in. plates were in use.

After the initial failure, the rail broke into a number of pieces, which would indicate that the rail generally was in a shattered-cracked condition, although no other of the transverse fissures had grown to a size large enough for detection. One curious feature of the accident is that after it a piece 3 ft. 9 in. long, broken out of the rail, was missing, and has not been recovered since. The rail was a flat-bottom one of the 100 lb. per yd. section, laid in 1929.

Although the immediate cause of the accident was the transverse fissure, the report of the Interstate Commerce Commission records that the condition of the track on this section left a good deal to be desired. Altogether, it is stated, 41 joints over a stretch of 3,420 ft. of track leading to the point of derailment were low, up to a maximum of ½ in. At five points tie-plates were missing, and 26 spikes also were missing. The indications were that the track had been subjected to excessive stresses, and the track foreman, who with an average force of five men was responsible for the maintenance of 12 miles of this main line, probably was understaffed to carry out adequate maintenance work. Since the derailment, the maximum permissible speed over this section has been lowered from 90 to 75 m.p.h.

Locomotive Cabs and Fittings

Assisting engine crews

(From a Correspondent)

SIMPLICITY characterised the locomotive footplate and its fittings in the earliest days of railways, and no attempt was made to provide even the most elementary protection from the weather for engine crews. As footplate fittings gradually increased in number, and in the quality of workmanship embodied in them—and hence in their total intrinsic value—it became desirable, however, to provide general protection of the footplate.

With the change from coke to coal as fuel, engine driving became more and more a skilled art, and it was realised that better results could be expected if a man were not being distracted by wind, sleet, or rain, particularly with the general increase in speeds of main-line trains. In 1860, when coke was being superseded by coal as fuel, and when devices such as injectors and water pick-up gear were beginning to appear, the first really notable cabs, with roof and side sheets, made their appearance in this country on some 4-4-0 engines designed by William Bouch for the Stockton & Darlington Railway. These cabs were rather reminiscent of contemporary American practice, and made an impressive contrast with the meagre spectacle plate that was the only protection available on other locomotives of that time.

This was a great step forward, and the general pattern has sufficed right down to the present day with but little modification save in carrying the side-windows nearer to the tops of the side sheets, and in providing a more highly arched roof, with its advantages of decreased stuffiness and greater room for manoeuvring the fire irons. In recent years the principal improvements in the cab itself are the provision of cushioned seats, the fitting of plate-glass side shields to protect the look-out, and automatic wipers for the cab windows; the two latter are a

great help and are not as numerous as they should be.

The well-designed cab takes cognisance of the fact that space is principally needed by the fireman. A few inches extra distance between the bunker and the firedoor can make the fireman's task unduly wearisome; equally exasperating is the overcrowded cab where it is impossible to give an effective swing to the shovel in firing. In this connection, the advantages of steam-operated pushers for moving coal to the front of the bunker are very great; their presence is especially helpful near the finish of a long journey.

Much of the fireman's work could be saved if it were possible to get rid of clinker deposits on the firebars during a run, instead of having to remove them through the firedoor when putting the engine away. A rocking grate is an advantage which is particularly welcome with certain kinds of coal which habitually give rise to clinker; and it must be admitted that in Great Britain there has been—and there remains still to be overcome—an extraordinary amount of obstinacy and prejudice against rocking grates.

Another labour-saver which is absent from the majority of engines in this country is the power-operated reversing gear. No other engines are reversed more often than those engaged on shunting, yet it is remarkable that several companies of the pre-grouping era provided power-operated reversing gear on their main-line express engines and carefully omitted the device from shunting types. The good example set by James Stirling in this respect is certainly an excellent point in his designs, and it remained a standard Ashford feature which has been continued by his successors. A further field for power operation is the water scoop, which today is far too often dependent on a

brawny arm which takes time to make its effort felt, with the result that there is a copious overflow, and passengers in the front coach get a drenching if the windows are open.

Sight-feed lubricators are difficult objects to accommodate among the complex fittings of a modern cab. The height from the floor should suit the average fireman, and there must be sufficient light to allow the drops of oil to be observed. This was all very well forty or fifty years ago when the small brass displacement type with two or three feeds met all requirements. Today, up to eight feeds may be needed, and the lubricator is correspondingly bulky. It is thoroughly bad practice to place lubricators across the cab windows on the fireman's side, and so to limit his vision dangerously—better far to mount the device on the firebox and arrange for artificial illumination. Some railways have even abandoned the sight-feed in favour of the mechanical lubricator.

Soot-blowers are little used in this country, which should offer a wide field for their development. The amount of deposit which they will eject through the chimney during a run is astonishing, and it is to be hoped that they will find greater favour in the future.

Post-war locomotive design in this country should reflect the desire of the railways to return to, and even to surpass, the magnificent operational developments of the late 1930s. Precise speed-recording should supplant what is little better than guesswork in estimating the rate at which a train is travelling.

A final point which may be made about present-day British practice in footplate details is the totally inadequate lighting. A commencement has been made by the L.N.E.R. as described in our issue of March 9, page 259, by the experimental provision of electric light in the cab, where good illumination adds so much to the efficiency and comfort of working at night. Two or three additional points, strategically placed, at which inspection lamps could be "plugged in" would also make the examination before and after the run a much easier matter.

Indian Industrialists' Mission to Great Britain

AT the invitation of the Government of India, a group of Indian industrialists and business men will shortly visit the United Kingdom and, afterwards, the United States of America, to study (1) the present industrial organisation of Great Britain and America, (2) the technical advances made by them in the past few years, and (3) their post-war industrial plans.

The mission will be unofficial, and its members, all Indians of independent views and position, will be free to arrange their programme and discuss any matter, unfettered by terms of reference or any form of control by Government. They will be accompanied by their own technical advisers and will bear their own expenses throughout the trip.

The Government will arrange facilities for them to visit industrial establishments and to contact leaders of industry and prominent business men in Great Britain and the United States. It is believed that the mission's study on the spot of the latest developments in the industrial sphere, and the knowledge and ideas which they will bring back with them will

be of great value in the further industrialisation of the country after the war. The mission will not be concerned with India's sterling balances in London, nor with any specific plan of post-war economic development.

The Members of the delegation will be:—Messrs. J. R. D. Tata, Chairman of the Tata Iron & Steel Co. Ltd.; G. D. Birla, representing jute, cotton, sugar, paper, cycle, motorcar and other industrial interests; Nalini Ranjan Sarkar, President, Hindustan Insurance Co-operative Society Ltd., former Member of the Governor-General's Executive Council; Sir Padampat Singhania, industrialist, United Provinces (sugar, cotton, iron and steel); Mr. Krishnaraj Thackersey, Western India business interests, Chairman, Cotton Textiles Board; Mr. Seth Kasturbhai Lalbhai, mill and banking interests; Sir Sultan Chinoy, Western Indian commercial interests, and former Managing Director, Indian Broadcasting Company; Messrs. M. A. Isphani, Barrister, merchant, and financier; Laik Ali, B.Sc., Hons., Manchester, in mechanical engineering and practical experience in Great Britain,

Engineer-in-Chief and General Director, Hyderabad Construction Co. Ltd.; Ardesir D. Shroff, B.Sc. (Econ.) London, financial adviser to Tata & Sons Ltd.

SAVE PAPER.—There is still the utmost need for economy in the use of paper and for the saving of every piece of scrap. With the shifting of the war from Europe to the Pacific the conservation of shipping space, part of which is allocated to the paper industry, will assume far greater importance.

INSTITUTE OF TRAFFIC ADMINISTRATION.—The second informal meeting of the Institute of Traffic Administration, South Western Region, was held at the Grand Hotel, Bristol, on March 21. It was agreed that Mr. Halson should represent the region as Council Member, pending the enlargement of the centre. Mr. J. A. Dunnage informed the meeting that arrangements were almost completed for a fortnight's session at Birmingham University, and it was expected that a full attendance would be made. It was stated that eleven centres were now functioning, and that added interest in the Institute was becoming apparent.

April 20, 1945

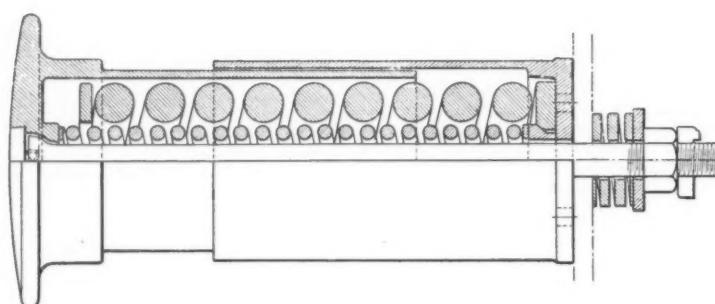
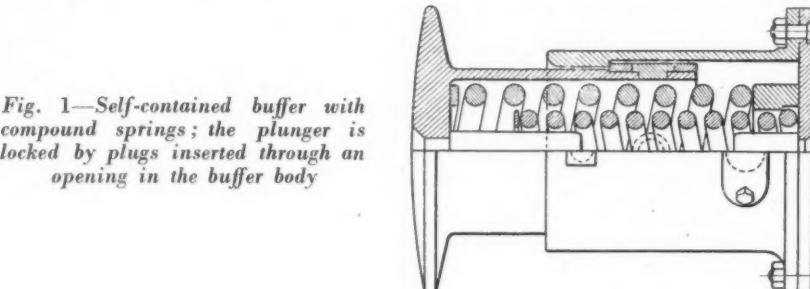
Self-Contained Buffers in Rail Vehicles

Compound spring units for locomotive, coach and wagon use

COMPOUND buffers were described in our issue of March 9, (page 233). It was stated that the contact blow at the initial stage of compression is taken by a com-

sistance more quickly as the buffer closes. In many instances, especially on locomotives, self-contained buffers are necessary. A unit of this type is shown in Fig. 1. It

Fig. 1—Self-contained buffer with compound springs; the plunger is locked by plugs inserted through an opening in the buffer body



paratively light spring, placed behind the buffer beam. At a pre-arranged point in the buffer stroke, a second, and heavier, spring comes into action and, moving in unison with the lighter spring, stiffens re-

will be noted that the lighter spring is accommodated inside the heavier one and both are contained within the buffer. This type of buffer has an internal plunger-locking device comprising a sleeve, mounted

on the plunger, and secured in position by plugs inserted through a hole in the buffer casing. When the plugs have been inserted the hole is fitted with a cover plate attached by set screws. The sleeve affords a substantial strengthening of the plunger.

The type of buffer shown in Fig. 2 has a central spindle to secure the plunger in the casing. This spindle is a floating mem-

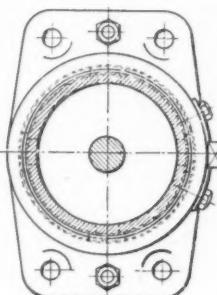


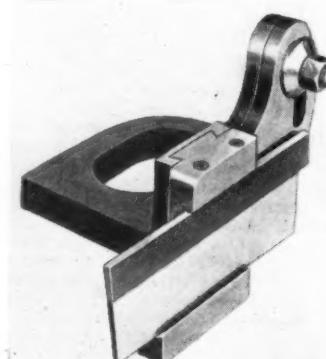
Fig. 2—Buffer with compound springs, and plunger retained by floating spindle fitted with spring washer, nut, and cotter

A New Parting-Tool

Designed for heavy cutting, this tool is provided with a supported blade of high-speed steel

A NEW type of parting-tool, developed by the Anthony Tool Company of Texas, U.S.A., is marketed by Gaston E. Marbaix Limited of 22, Carlisle Place, London, S.W.1. The cutting blade of the tool is of high-speed steel supported by a length of tempered spring-steel. The blade support is designed to withstand the heavy shocks which normally would tend to break an unsupported cutting tool. Another safeguard against tool breakage is the safety feature shown in the illustration. It will be noted that the tool holder is mounted on a pivot, provided with a friction slip adjuster. In the event of heavy shock, the end of the cutter swings down, so preventing the blade from breaking.

On test, this type of tool, with a blade $\frac{7}{16}$ in. wide, has parted-off 40 in. dia. steel without breakage. The design also makes it possible to take deep, narrow cuts with a planer or shaper. In one instance a piece of steel was slit to a depth of 3 in. using a cutting blade only $\frac{1}{8}$ in. wide. It is claimed that in lathes, planers or shapers the use of these tools permits power feed to be used, making



Parting-tool with supported blade and friction mounting

cuts in half the time required by other methods. The tools part-off with a straight cut and no refacing of stock is

bar and therefore is not subject to any buffing stresses in action. Both of these designs are produced from weldless forged-steel parts and are by Geo. Turton Platts & Co. Ltd., of Wincobank, Sheffield.

necessary. For cutting off small diameter stock the tool holder is provided with an insert holding a cutter $\frac{1}{8}$ in. by $\frac{7}{8}$ in. Blades with a width of only $\frac{1}{8}$ in. are used for delicate work.

BRITISH RAILWAY RECORDS.—In 1944 the British main-line railways ran an average of 88,000,000 passenger miles and 67,000,000 freight ton miles *every day*.

C.P.R. DEVELOPMENTS.—Among the developments recorded in the C.P.R. annual report for 1944 as having taken place during that year was the installation of automatic block signals for 113 miles of single track in the Saskatchewan and Alberta districts. This added materially to the speed and safety of operations on lines over which grain movement is very great. A branch line of about 10 miles from Haynes to Osoyoos in Southern British Columbia was opened to traffic in the latter part of the year. This provides a rapidly-developing fruit-growing area with rail connections with the rest of Canada. New rolling stock placed in service during the year included 27 Pacific type and 25 2-8-2 type locomotives, and 10 diesel shunting locomotives. Experiments were carried out during the year in re-arranging and modernising the interiors of sleeping and dining cars.

Standard Military Railway Bridges—3

Describing the 40-ft. sectional type and r.s.j. shorter spans, methods of launching, and V-type trestling used with the smaller spans



THE 40-ft. sectional railway bridge consists of four shallow plate girders permanently diaphragmed together in pairs in such a way that timber way-beams can be carried on the diaphragms. The double-girder units can be braced together at optional centres suitable either for 4-ft. 8½-in. or metre-gauge single track; ordinary angle horizontal bracing is used and the vertical bracing is in the form of diaphragms.

To facilitate transport, either by road or rail, each of these double-girder units is supplied in three sections; each section is roughly one-third the length of the span. The three sections, when bolted together in the field, form a twin girder with an overall length of 41 ft. 11 in. The heaviest component section weighs only 1.6 tons. Apart from the bolted field connections, the girders are of all-welded construction, a feature that has made the low weight possible.

The bearings are of the simple flat plate expansion type; right- or left-hand skew spans can be assembled easily by advancing the twin girders on one side by 3 ft. The waybeam system of rail support has the advantage of providing the very small construction depth of 2 ft. 9 in., but, if so desired, the track can be carried on transverse sleepers in the ordinary way, with a construction depth of 3 ft. 10 in. If a bridge shorter than 41 ft. 11 in. is required, the standard span can be shortened by flame cutting at site, as provision has been made on end-sections for extra end-post features to be built in.

The standard method of erection is by launching from the approach track on standard bridge trolleys and simple rollers. A light launching nose is provided, but, alternatively, two or more spans can be coupled up, end-on, and launched together, without the nose. This type of bridge will carry 18 to 20 B.S. unit loading, and has, due to its simplicity and speed of assembly, proved extremely popular in the North African, Italian, and N.W. European theatres of war. The shallow construction depth is particularly valuable in confined spaces in and around

ports and elsewhere. The light type of steel trestling described in Part 1 of this article is generally used to provide piers, and sometimes abutments, for these 40-ft. spans.

Rolled-Steel Joist Span Bridges

This equipment meets all military railway span requirements up to 35 ft., and consists essentially of standard rolled joist girders in two sizes, (a) 18 in. x 6 in., and (b) 24 in. x 7½ in. Size (a) joists are supplied in 17-ft. and 21-ft. lengths, and size (b) in 27-ft., 31-ft., and 35-ft. lengths. They all incorporate web drilling with a characteristic hole-group pitched at 4-ft. centres. The ends of the joists are drilled in both web and flanges for joining spans together with bolted cover plates.

Either two or three joists are grouped as a cluster under each rail, and the track sleepers rest on and are secured to them in the ordinary manner. An ingenious feature is the standard diaphragm unit which is used both vertically between the beams in each cluster—insuring that each beam carries an equal load—and horizontally as part of a lateral spacer-bracing between the clusters. In this second duty several of the diaphragm units are coupled end to end, so that various dimensions between beam clusters can be obtained, as required by the number of beams used and by different gauges of track. The use of the units for both purposes is clearly seen in the illustration of a skew span on page 392. It will be noticed that each diaphragm unit consists of a nearly square length of channel, to each end of which is welded a flat plate. When used vertically between the beams—two in this instance—in each cluster, the rolled flanges of the channel are bolted to the webs of the beams. The lateral bracing between the clusters consists, in the span depicted, of three sets of units arranged horizontally, three units in each set or bracing, bolted together, and to the webs of the inner beam of each cluster, by the welded plates.

As the illustration shows, standard

angle bracing, taken from the light steel trestle equipment, is also necessary to provide extra stiffness required in a severe skew span, but not otherwise. The angles are attached indirectly to the inner beams of the cluster through the medium of the diaphragm units. This explains why the single unit in the foreground and the corresponding one at the far end of the skew span have to be used, though these units themselves are not parts of the diaphragm spacer bracings. All diaphragms include the drilling necessary for the attachment of such angle bracing, and the diaphragming system allows of any skew arrangement. It may be noted that, though the range of beam lengths gives span increments of 4 ft., intermediate lengths to suit site conditions can be provided by flame cutting. Because of its simplicity of construction, ease of assembly, and small number of parts this type of bridge is very rapidly erected and consequently popular with all ranks, despite its span limitations.

Methods of Erection

Various methods of erection are available, choice between them depending, as a rule, on the equipment available at site. A common method for single spans, requiring no erection equipment at all, is to splice two beams together, and, using one as a counterweight, to skid them over a greased surface so that the second beam spans the gap to be bridged. Another beam can be placed in position similarly, and the two closed up to form a bridge; the remaining beams can then be rolled over it.

Another very rapid method of end-on erection of any number of 31-ft. or shorter spans over a water gap of moderate depth is as follows. The rolled steel joist span equipment is used in conjunction with what is known as the V-type steel trestling to form the piers. This form of trestle is briefly described below, but for the moment it may be assumed to resemble closely the light steel trestle described with the U.C.R.B. in our issue of March 2 last; essentially it is fitted with camel's feet foundations. No special erection equipment is required, except light trolleys, hand winches, and chain blocks.

For convenience, two or three sections of trestling—according to the final height required—are built up to form the piers, and assembled beside the approach track at such a height that they can easily be skidded on trolleys. On the other side of the track the r.s.j. spans are similarly assembled complete with permanent way. Meanwhile, beams are spliced together to form 62-ft. continuous girders, diaphragmed together in two pairs or clusters. These clusters are then skidded forward over the sill joists of the abutment—and subsequently of each successive pier as completed—in such positions that they will be laterally outside and clear of the bridge span when being launched and in its final position. These two spliced clusters carry a hinged gantry, made up from V-trestle components, which carries chain blocks for lifting both the pier sections and the bridge spans. Our first launching illustration, on page 393, clearly shows one of these clusters supported as a cantilever and counterbalance by the two farthest piers and well outside the bridge span, and this and the other illustrations show how the gantry is hinged on the top of the cantilever cluster. It will be seen that the gantry can be swung backwards and forwards along the line of the bridge by winches and tackle.

It will also be noted from the illustra-

tions that the sections of trestling to form the next pier beyond the abutment, or completed part of the bridge, are skidded on to a trolley, which is run out to the far end of the last completed span, and lifted from there by the hinged gantry. The gantry is then swung about the hinge through an arc of some 60 deg., bringing the pier to a point over its final position on the stream bed. To fit on the trolley and to allow of its being lowered between the spliced beam clusters, the pier has, up to this point, been handled with its major axis parallel to the centre line of the bridge. When it has been lowered clear of the beam clusters it is turned through 90 deg., so that when finally positioned it will have the necessary lateral stability. This final positioning is gauged by marks on the beam clusters and is correct to the nearest 6 in. Any slight misplacement can be allowed

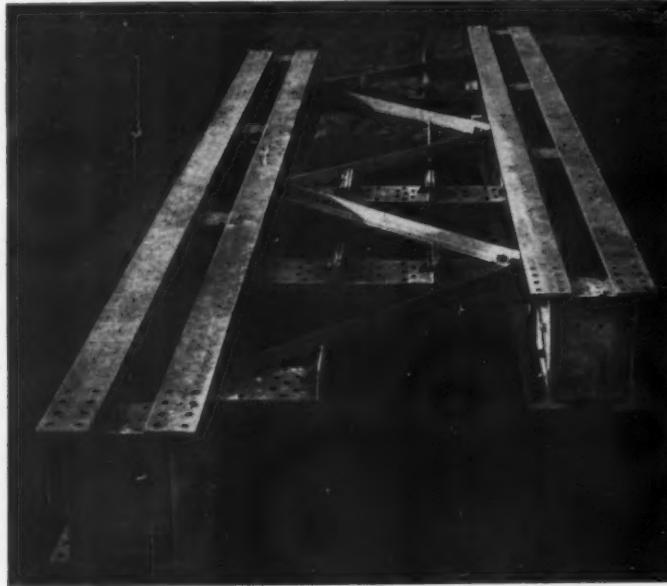
span progresses so rapidly that it exceeds the possible rate of transport of bridging material, unless very special arrangements can be made.

The V-type Trestle

To describe fully the complete range of this V-type equipment, its applications and uses, would double the length of this article but the following brief notes on its application to railway bridge piers should assist. The trestle was primarily designed for the construction of marine piers and jetties, but it is also extremely useful for bridgework. The column units, though of the same dimensions as those of the light trestling described in the first part of this article, are lighter in weight, and are, therefore, suitable only for use as piers in these small-span bridges. For this purpose light trestle bracing can be used with the V columns to form piers almost indis-

exerted great lateral pressure upon the whole structure. The piers we now illustrate are of light V-type column units with light trestle type bracing and without rakers. It will thus be seen that in many respects the two types of trestles are interchangeable in suitable circumstances.

A special feature of the V-type equipment is the lightness of its component parts, the heaviest member weighing only 440 lb., a great advantage, particularly where road transport is concerned; the heaviest light trestle component weighs half as much again. Another advantage the V trestling has over the light type is that it can be built by the "end-on" method, precluded by the projecting batten plates of the light-type columns.



Rolled-steel joist skew span showing use of diaphragm units vertically and horizontally

for when the next span is lowered on to this pier, as the span is secured to the pier coils by clips allowing of some adjustment.

The span to bridge the gap across to this pier, complete with track, is handled similarly to the pier itself, as the illustrations show. It will have been noticed that 35-ft. r.s.j. spans are not launched by this method with the cantilever spliced beam clusters and hinged gantry. This is because the strength of the splice precludes the use of spans longer than 31 ft. for this method of erection.

After placing the pier and span as described, the spliced beam clusters are skidded forward by winches over the pier just placed, to be ready for repeating the operation for the next pier and span. If desired, these beams can be used to form the last two spans, thus utilising almost 100 per cent. of the equipment delivered to site.

The method of erection depicted in the illustrations progressed at the rate of 15 ft. of completed bridge an hour. Where, however, a rail-mounted, power-operated slewing crane is available, bridge construction with this type of pier and

tinguishable in appearance from those built entirely of light trestle components; the camel's feet are identical in each case. The V column units are, however, provided with internal diaphragming and include extra holing, as the bracing normally used for marine work is much more elaborate to withstand horizontal shocks such as those caused by vessels berthing at a pier. The bracing members are also of much heavier construction than those of the light trestling, for the same reason; the standard bracing spaces the columns at 10-ft. centres, thus reducing the effects of sea action.

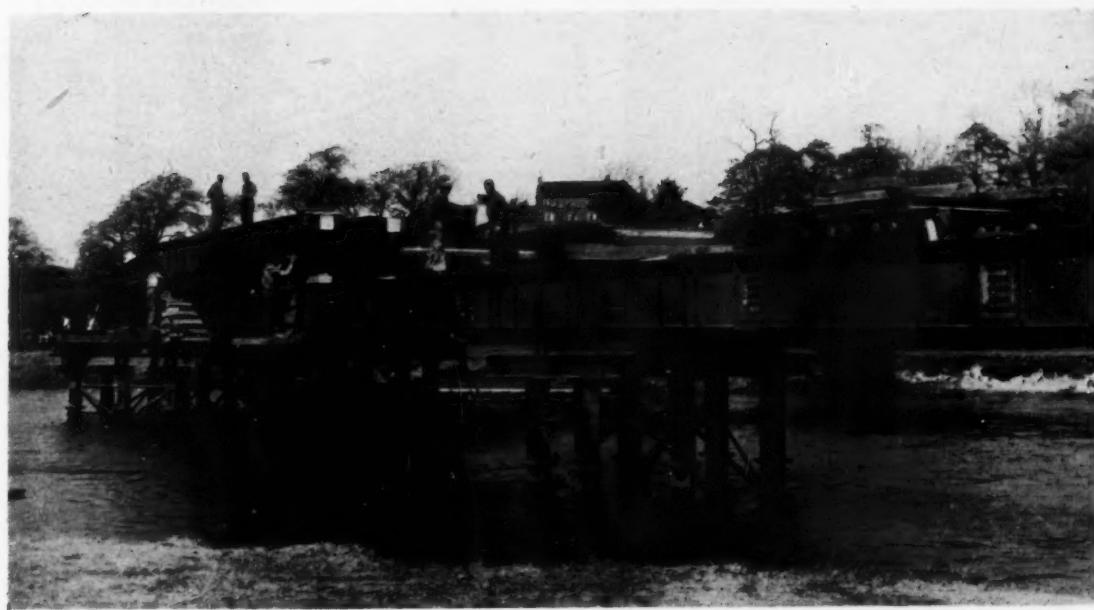
A feature of the V equipment allows the column units to be inclined to the vertical, thus forming rakers which transmit horizontal forces to their camel's-foot foundations. A system of adjustable bracing firmly connects the rakers to the main structure. It is of interest to note that V trestling rakers were added to the light trestle piers of the Seine bridge subsequent to the taking of the photograph reproduced on page 211 in our issue of March 2. These were mainly responsible for its successful resistance to the severe flooding, which rose to rail level and

THOS. FIRTH & JOHN BROWN LIMITED.—Speaking at the ordinary general meeting of Thos. Firth & John Brown Limited, held recently at Sheffield, Lord Aberconway, C.B.E., the Chairman, said that one acknowledged that the closest Government control of industry was inevitable while every ton of supplies was wanted for war purposes. When, however, the war demand began to slacken, as it did today, there was but little sign that Ministries were prepared by joint action to relax restrictions so as to assist even the development of any peace-time production. It was only if Ministries acted promptly and with foresight in the matter that widespread dislocation and unemployment could be avoided.

INTEROCEANIC RAILWAY OF MEXICO (ACAPULCO TO VERA CRUZ) LIMITED.—Meetings were held recently, in London, of the debenture and stock holders of the Inter-oceanic Railway of Mexico (Acapulco to Vera Cruz) Limited, the Mexican Eastern Railway Co. Ltd., and the Mexican Southern Railway Limited, to consider a scheme of arrangement for the sale of the railways to the Mexican Government for a sum of £612,870. Colonel William Parker, D.S.O., presiding at the first meeting, said that failure to accept the present offer would result in the railways being thrown on their hands to operate. Lack of funds for operating expenses and renewals rendered it advisable to dispose of the railways at the price offered. It was calculated that £606,000 would be available for allocation between the three companies. The scheme was approved at each meeting.

BALDWINS (HOLDINGS) LIMITED.—Speaking at the annual general meeting of Baldwins (Holdings) Limited, Colonel Sir W. Charles Wright, Bt., G.B.E., C.B., the Chairman, said that he was able this year to give some information with regard to the company's activities which previously could not be given for security reasons. From January, 1940, to December, 1944, the company's works had been very largely occupied on the production of war material, and great quantities of bomb castings, bullet-proof plate and steel for tank armour had been produced. Many other of the company's products had entered into the manufacture of aeroplanes, munitions, anti-submarine devices, mines, radio installations, and so on. As to the collieries where the company employed 1,905 men in 1939, these were reduced to 1,734 in 1944, due to the loss of men, mainly colliers and colliers' assistants, to the Forces. This factor, together with increased absenteeism, had largely caused the reduction of output from 558,257 tons in 1939 to 386,592 tons in 1944.

40-ft. Sectional Railway Bridge

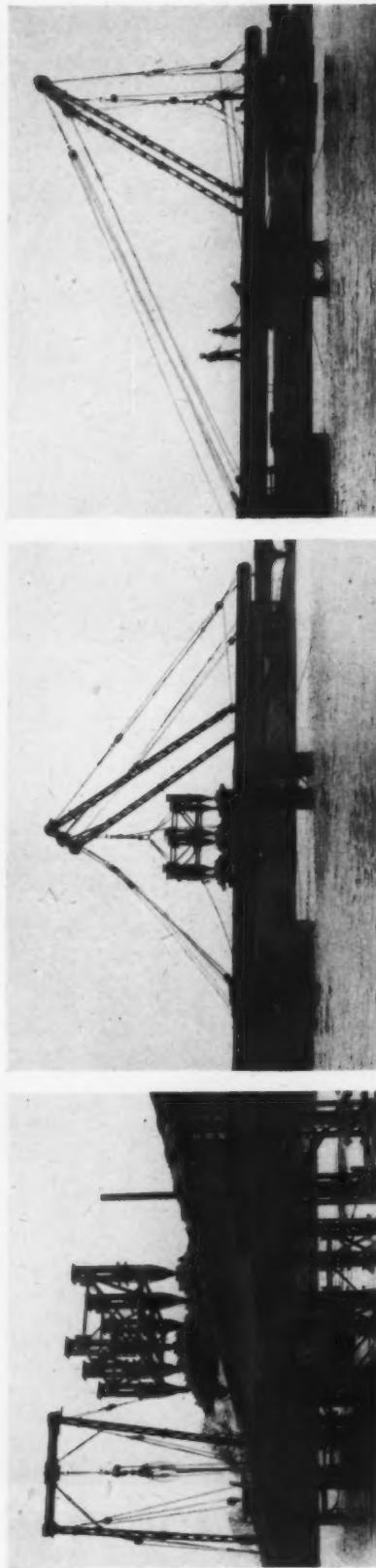


40-ft. spans being launched with a launching nose on standard trolleys. One span is shown ready to be lowered, on light trestle piers

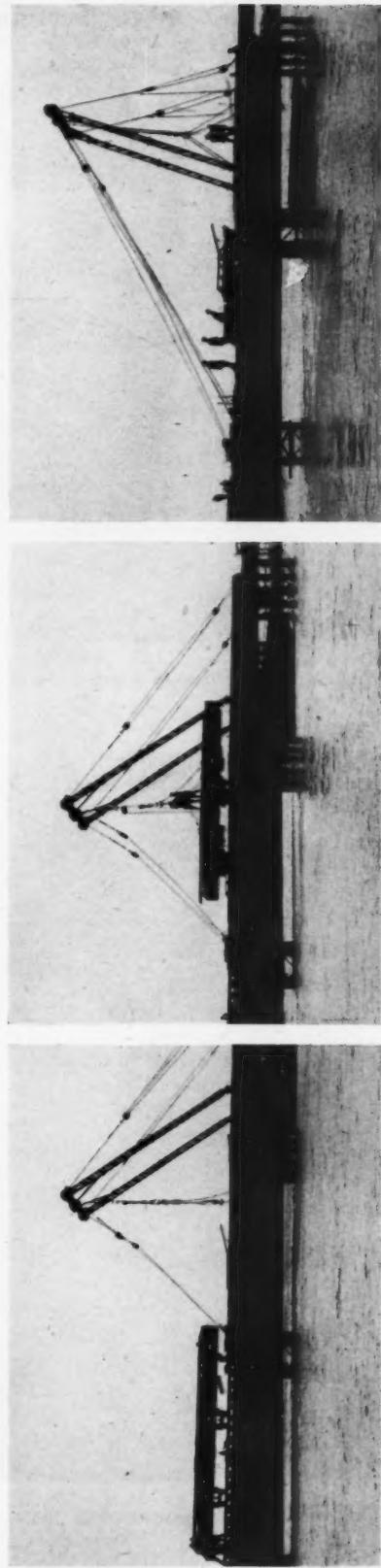


Railway bridge as reconstructed by R.Es. at a French port, consisting of two standard 40-ft. skew spans with track on waybeams

Pendulum Method of Placing Trestle Pier and Launching 31-ft. Span



Placing camel's-foot pier. Left: Lower section of pier on trolley and gantry hinged on widely-spaced spliced twin girder cantilevers. Centre and right: Gantry picking up and lowering pier section, prior to turning 90 deg. and final positioning



Launching complete girder span. Left: Span being pushed on trolley under gantry. Centre: Slings being attached to span ready for lifting. Right: Span being lowered on to piers between spliced hinge girders

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RAILWAY NEWS SECTION

PERSONAL

At the annual general meeting of the Federation of British Industries, Sir Clive Baillieu was elected President, in place of Sir George Nelson, who has retired after serving for two years in that office.

Mr. E. G. Marsden, M.B.E., Principal Assistant to the Secretary of the Railway Executive Committee, who, as recorded in our April 6 issue, has been appointed Secretary of the committee, joined the North Eastern Railway under the General Management of Sir Alexander Kaye Butterworth in 1921. After a grounding in goods department work and on completion of his

committee on its formation as an advisory body at the time of the Munich crisis. Since the R.E.C. was formally appointed on September 1, 1939, Mr. Marsden has acted as Principal Assistant to the Secretary, Mr. G. Cole Deacon, whom he now succeeds in that office.

We regret to record the death on April 4, at the age of 86, of Mr. Henry Seymour Guinness, who was a Director of the Great Northern Railway Company (Ireland) from 1902 to 1924.

Mr. H. F. Pallant, District Superintendent, York, L.N.E.R., who, as recorded in our March 2 issue, has been appointed

received his preliminary railway training on the Midland Railway, England, and in South Africa.

Mr. White has been succeeded as General Manager of the Guayaquil & Quito Railway by Mr. J. C. Dobbie.

Mr. Norman Stocks, previously Chief Accountant, has been appointed General Manager of the Paraguay Central Railway, in place of Mr. A. G. Cooper, who has resigned for reasons of health.

Mr. A. J. Johnson, Acting District Superintendent, Sunderland, L.N.E.R., who, as recorded in our March 2 issue, has been appointed District Passenger Manager,



Mr. E. G. Marsden

Appointed Secretary of the Railway Executive Committee



Mr. H. F. Pallant

Appointed District Superintendent, Hull, L.N.E.R.



Mr. A. J. Johnson

Appointed District Passenger Manager, Leeds, L.N.E.R.

training as traffic apprentice, he was attached to the L.N.E.R. Scottish Area Superintendent's Office, Edinburgh; and subsequently transferred to the Superintendent's Office, York, in connection with the carrying out of improvements in freight-train and marshalling-yard working in the North Eastern Area. Early in 1932 Mr. Marsden was appointed to the staff of the Passenger Manager, York, where, at the instance of Sir Ralph Wedgwood, he undertook certain inquiries into questions of road transport. Later in that year he went to London for special work at headquarters and with the Railway Companies' Association arising from the deliberations of the Salter Conference. After a further brief spell in the Passenger Manager's Office, York, in the Rates & Charges Section, his services were loaned to the Railway Companies' Association in connection with matters leading to, and occasioned by, legislation affecting road and rail transport. Mr. Marsden subsequently was appointed Assistant to the Industrial Agent, Kings Cross, and in November, 1934, was given charge of the L.N.E.R. Press Relations Section at headquarters. He was a member of the Standing Joint Committee of Railway Air Services Limited from its inception in 1934 until December, 1937. His association with the Railway Executive Committee dates from September, 1938, when the L.N.E.R. released him for service with the

District Superintendent, Hull, joined the former Great Eastern Railway in 1916. In 1925 he qualified by competitive examination for appointment as a traffic apprentice, and he received intensive training during three and a half years in all departments concerned with the reception, conveyance and delivery of traffic. Thereafter he was appointed as follows: Assistant Yardmaster, Bradford (Adolphus Street) (1929); Assistant Yardmaster, Whitemoor (1930); Assistant Yardmaster, Spitalfields (1931); Assistant Stationmaster, Liverpool Street (1933); Chief Trains Clerk & Chief Controller, District Superintendent's Office, Cambridge (March, 1935); Assistant to Superintendent (Eastern Section), Southern Area (May, 1935); Assistant District Superintendent, Edinburgh (1937); Assistant to Superintendent, Southern Area (1939). In January, 1940, Mr. Pallant became District Superintendent, Nottingham, and in January, 1943, he was transferred to the corresponding position at York.

Mr. Francis J. White, M.Inst.T., for nineteen years General Manager of the Guayaquil & Quito Railway, resigned that post last year, and is now in Mexico with the United States Railway Mission there. Before going to Ecuador, Mr. White had held important executive posts on railways in Argentina, Uruguay and Brazil. He

Leeds, was educated at St. Catharine's College, Cambridge, and entered the company's service as a traffic apprentice in 1928. After two periods of service in the Chief General Manager's Office, on statistical work and duties in connection with the company's steamship services, he was appointed Chief Clerk in the District Superintendent's Office, Newcastle, in October, 1935, and a year later became Assistant District Superintendent, Sunderland. In 1939 he was made Goods Agent, and, in April, 1942, Yardmaster, at Hull. In December, 1942, Mr. Johnson became Assistant District Superintendent, York. He was appointed Acting District Superintendent, Sunderland, in September, 1943.

Air Chief Marshal Sir Wilfrid Rhodes Freeman has been appointed a Director of Babcock & Wilcox Limited.

We regret to record the death on April 1, at the age of 73, of Mr. A. M. Dennis, M.Inst.T., who retired at the end of 1936 from the position of Chief of the Freight Section, Continental Department, Southern Railway. Mr. Dennis joined the L.B.S.C.R. in 1885, but in 1889 entered the Continental Traffic Manager's Office of the L.C.D.R. At the formation of the S.E.C.R. Managing Committee he became Chief of the Continental Goods Department, in which post he continued when the Southern Railway was

formed. He was a founding Member of the Institute of Transport, and a Freeman of the City of London; and he had been decorated by the French Government.

We regret to record the death on April 12, in his 88th year, of Mr. Alexander Preston Parker, formerly Assistant to the General Manager, Great Eastern Railway, and afterwards Assistant to the Divisional General Manager, Southern Area, L.N.E.R., who retired at the end of 1923.

We regret to record the death on April 17, at the age of 63, of Sir Gerald Francis Talbot, K.C.V.O., C.M.G., O.B.E., a Director of the London & North Eastern Railway Company, the Cheshire Lines Committee (representing the L.N.E.R.), the King's Lynn Docks & Railway Company, and the English Electric Co. Ltd.

We regret to record the death on January 21, at the age of 54, of Mr. P. T. Steyn, System Manager, Cape Town, South African Railways & Harbours.

On his appointment as Secretary, Department of Overseas Trade (recorded in our April 6 issue), Mr. G. S. Summers has resigned from the board of John Summers & Sons Ltd. His place on the board has been filled by the appointment of Mr. M. H. Rollason, Managing Director of the Shelton Iron, Steel & Coal Co. Ltd., and a Director of other companies in the Summers group.

The Ministry of Supply announces the formation of a panel of technical advisers to assist the Director-General of Machine Tools on special technical problems associated with particular types of machines. The members of the panel are Messrs. H. W. Smith (B.S.A. Tools Limited); G. W. Nash (Buck & Hickman Limited); J. G. Petter (Cincinnati Milling Machines Limited); H. T. Miller (Churchill Machine Tool Co. Ltd.); and H. A. Chambers (Associated British Machine Tool Makers Limited). They will serve in their personal capacities, either individually or jointly, as may be necessary.

Mr. J. Craig, M.B.E., Stationmaster, Edinburgh (Waverley), L.N.E.R., who, as recorded in our March 16 issue, has retired, joined the Dundee & Arbroath

In 1936 he returned to Scotland to take charge of Queen Street Station, Glasgow, and in May, 1940, was appointed to Waverley Station, Edinburgh.

We regret to record the death on April 9, in his 88th year, of Mr. Waldemar Jensen, for many years Manager of the Chatham & District Light Railways.

L.P.T.B. STAFF CHANGES

Mr. J. Lunn, Acting Works Engineer, Charlton Works, has retired.

Mr. J. Schofield has been appointed to the substantive position of Works Engineer (Charlton).

Mr. G. A. P. Pilditch and Mr. H. N. Duke have been elected Directors of the Bolivar Railway Co. Ltd. Mr. Pilditch is Managing Director & Secretary, and Mr. Duke is a Director, of the Puerto Cabello & Valencia Railway Co. Ltd.

The Minister of War Transport has appointed Mr. R. P. Biddle as Regional Port Director, North-Western Area, in succession to Mr. R. Letch, who has resigned on account of ill-health. Mr. Biddle (Docks & Marine Manager, Southern Railway) is Deputy-Director of Ports at the Ministry, for which appointment his services were lent to the Government by the Southern Railway in 1941.

Mr. A. E. Howell, at one time Deputy Chief Mechanical Engineer, North Western Railway, India, and lately attached to the Supply Department as Officer on Special Duty, Medical Instruments Production, in Lahore, has been appointed General Manager of the Barsi Light Railway, in place of Mr. G. C. Assheton Smith, who, as previously recorded, died shortly before taking up that post.

We regret to record the death, in January last, of Dr. Friedrich Volmar, Manager of the Bern-Lötschberg-Simplon Railway.

The board has appointed as his successor Dr. Paul Guggisberg, Councillor of the Government of Canton Berne, and Canton Finance & Military Director.

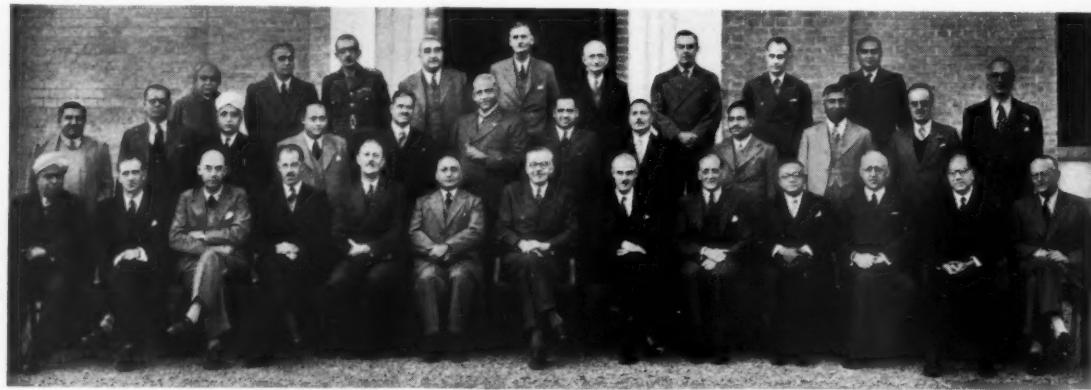


Photo]

Mr. J. Craig

Stationmaster, Edinburgh (Waverley), L.N.E.R., 1940-45

Railway as a junior clerk at Arbroath in 1893. After having served at several stations on that railway, he went to the North British Railway as booking clerk at Drumshoreland in 1902. He was appointed Stationmaster at Fort Augustus in 1910, and subsequently occupied successively similar positions at Kinghorn, Rosyth Dockyard and Leuchars Junction, before returning to Arbroath as Stationmaster in 1925. He became L.N.E.R. Stationmaster at the L.M.S.R.-L.N.E.R. Joint Station at Perth in 1931; he took over a similar position at Bo'ness in September, 1933, and was promoted to Harrogate in November of the same year.



Back row (standing): Rai Sahib Girdharlal D. Mehta (J.&D.Ry.); Khan Bahadur M. A. Rashid (G.B.S.Ry.); Colonel G. St. G. Higginson (B.-N.Ry.); Mr. R. G. Manson (B.&A.Ry.); Mr. F. H. Bibra (B.S.Ry.); Mr. A. Boxall (H.E.H. the N.S.Ry.); Mr. J. W. Ogle (N.W.Ry.); Mr. G. T. Simpson (J.Ry.); Mr. Jetha Nand (I.R.C.A.)

Centre row (standing): Mr. M. R. Pandya (Gondal Ry.); Mr. K. L. Crawford (M.&S.M.Ry.); Mr. K. Gundappa (Jp.S.Ry.); Mr. H. N. Ray (B.P.Ry.); Mr. R. S. Tripathi (Dh. S.Ry.); Mr. K. C. Srinivasan (B.B. & C.I.Ry.); Mr. C. S. Mehta (Me.S.Ry.); Mr. K. R. Ghate (Sc.S.Ry.); Mr. J. P. Jain (D.R.L.Ry.); Mr. J. M. Pandya (J.S.Ry.); Mr. S. G. Pick (I.R.C.A.); Mr. H. F. Simpson (I.R.C.A.)

Front row (sitting): Mr. H. Rangachar (M.S.Ry.); Mr. G. A. Rowleson (O.E.T.Ry.); Mr. R. de K. Maynard (M.&S.M.Ry.); Dr. H. J. Nichols (B.B. & C.I.Ry.); Lt.-Colonel R. B. Emerson (G.I.P.Ry.); Mr. J. N. Nanda (H.E.H. the N.S.Ry.); Mr. G. E. Cuffe (President, I.R.C.A.); Mr. W. R. Fitzgerald (B.-N.Ry.); Mr. J. F. C. Reynolds (S.I.Ry.); Rai Bahadur N. C. Ghosh (E.I.Ry.); Mr. W. A. Anderson (N.W.Ry.); Mr. F. D'Souza (B.K.S.Ry.); Mr. H. G. Rawlins (J.Ry.)

INDIAN RAILWAY CONFERENCE ASSOCIATION

Group taken at New Delhi during the 47th session which began on January 19, 1945

April 20, 1945

TRANSPORT SERVICES AND THE WAR—290

British Empire War Casualties

In response to a Question in Parliament, the Prime Minister circulated on April 10 a statement showing the casualties to all ranks of the British Commonwealth and Empire Forces reported from September 3, 1939, to February 28, 1945. This statement, which is reproduced below, also indicates casualties through enemy action suffered by merchant seamen and civilians.

Casualties to all ranks of British Commonwealth and Empire Forces reported from September 3, 1939, to February 28, 1945, excluding deaths from natural causes

—	United Kingdom (*)	Canada	Australia	New Zealand	South Africa	India	Colonies	Total
Killed, including died of wounds or injuries	216,287	31,439	19,430	9,334	6,030	19,420	5,044	306,984
Missing	30,967	4,163	6,955	934	512	13,327	14,014	70,872
Wounded	255,142	45,251	35,595	17,978	12,632	51,038	4,840	422,476
Prisoners of war, including Service Internees	183,242	8,367	25,276	8,501	14,629	79,701†	6,754	326,470‡
Total	685,638	89,220	87,256	36,747	33,803	163,486	30,652	1,126,802

* Including men from overseas serving in these Forces, in particular from Newfoundland and Southern Rhodesia.

† Including 21,181 officers and other ranks missing but presumed to be prisoners of war.

‡ The figures for prisoners of war (except for Australia and the Colonies) include those who have been repatriated or have escaped. If only those who are still reported prisoners of war are included the figures of total casualties are as follow:—

United Kingdom	667,797
Canada	88,752
Australia	87,256
New Zealand	35,322
South Africa	29,838
India	159,562
Colonies	30,652
Total	1,099,179

Figures of civilian casualties due to enemy action and casualties to merchant seamen are excluded from the above table; they are as follow:—

Casualties to Merchant Seamen due to enemy action reported from September 3, 1939, to February 28, 1945

Deaths (including deaths presumed in missing ships)	30,179
Internees	3,982
Total	34,161

Note.—The figures include nationals of the Dominions, India, and the Colonies serving on British registered ships, but exclude deaths of nationals of the United Kingdom serving on ships registered outside the United Kingdom.

Civilian casualties due to enemy action in the United Kingdom from September 3, 1939, to February 28, 1945

Killed (including missing believed killed)	59,793
Injured and detained in hospital	84,749
Total	144,542

Civilian Air Raid Casualties in March

The Ministry of Home Security has announced the following figures of civilian casualties due to enemy air action in the United Kingdom during the month of March:—

Killed (or missing believed killed)	792
Injured and detained in hospital	1,426

The casualties are classified as follow:—

	Under Men	Women	16
Killed (or missing believed killed)	315	386	91
Injured and detained in hospital	568	694	164

V Bomb Civilian Casualties

A total of 8,436 persons has been killed by enemy air activity in Great Britain since the V bombs began on June 15 last; 25,101 were seriously injured and taken to hospital. Large numbers of the casualties were in built-up areas of Southern England. The monthly figures from the beginning of June to the end of February, previously announced, were 7,972 killed and 22,849 injured. One of the worst incidents of the

war resulted from one of the last V bombs to fall; it hit two large blocks of flats.

Twelve Passenger Trains Go Overseas

To meet an urgent War Office demand, British railways have recently provided 12 complete passenger trains, each comprising 15 vehicles, for use overseas. The L.M.S.R. supplied five trains, the L.N.E.R. four, the G.W.R. two, and the S.R. one. The first

would suffer if the proposed convention were not to be held.

The O.D.T. states that this ruling is not to be regarded as an encouragement even of the smaller conventions, as they constitute an unjustifiable drain on transport and accommodation unless the meeting is absolutely essential. Permits are now required for all gatherings of more than 50 persons representing industrial, business, labour, fraternal, professional, religious, civic, social, and Governmental organisation, if they involve travel; and even before the end of January the War Committee had refused all but two out of 110 applications to hold conventions in February or later. There had been scores of voluntary cancellations of such meetings, however, in the months preceding the making public of this O.D.T. Order.

U.S.A. Ban on Horse and Dog Racing

On December 30, Service Order No. 271 was issued by the Interstate Commerce Commission of the United States, and was subsequently reinforced by a further Order of the Office of Defense Transportation, prohibiting the movement of racehorses or racing dogs by any form of land transport, whether rail or road. The first Order applies to railways and express companies, owners or lessees of railway wagons or express cars, and also to common carriers and lorry owners, both within the boundaries of individual States and on interstate and international routes. This action arises out of a request by the Director of the Office of War Mobilisation & Reconversion that all racing of horses and dogs be discontinued during the emergency owing to its adverse effect upon the manpower and transport situation.

As it appeared that a small minority might endeavour to find ways and means of circumventing the I.C.C. Order, as, for example, by opening new race tracks just across the Canadian and Mexican frontiers, a supplementary Order was issued by the Office of Defense Transportation extending the prohibition to all types of motor vehicle, including those privately owned. It is understood that, where conditions permit, the owners of racehorses or racing dogs now stabled at race tracks may receive special permits to ship them to their home stables, if so desired. The Order is to remain in force until January 3, 1946, unless conditions permit of its cancellation at an earlier date.

Intensified Danish Railway Sabotage

In Denmark, sabotage against the railways has been intensified recently. In the night of March 15-16, the most concentrated and extensive single action so far undertaken resulted in the main line of the Danish railway system, between Copenhagen and Jutland via Korsør and Odense, being blown up at 31 places, while damage was done also to other lines in 19 more places. On the Copenhagen-Gedser line (leading to Germany), oil storage tanks close to Nykøbing Station on Falster Island were blown up, and three tanks containing an aggregate of some 500,000 litres of fuel oil, petrol, and kerosene were burned out.

Norwegian Railway Traffic

Railway traffic between Sweden and Norway has been discontinued since February 26, because of the unwillingness of the Swedish State Railways to allow Swedish railway trains to enter Norwegian territory unless the German occupation authorities give an undertaking that the Swedish train crews will not be searched or otherwise molested in Norway either by the Norwegian Quisling police or by German soldiers or other members of the occupation forces.

A wave of intensified railway sabotage in Norway began early in March. The night to Wednesday, March 14, saw the climax so far. Railway bridges, viaducts, signal boxes, locomotive depots, etc., received particular attention from the Norwegian Patriots, and the main administrative building of the Norwegian State Railways at Oslo was blown up; it is reported as wholly destroyed. Numerous Norwegian and German railwaymen and members of the administrative staff are said to have been killed.

Curtailment of Portuguese Services

According to a recent announcement of the Portuguese Ministry of Transport, train services in Portugal will be curtailed drastically for at least two months by reason of the severe shortage of coal. Only 9,000 metric tons of coal were obtained in 1944, against the 180,000 metric tons envisaged.

Italian Fares and Rates Increase

A substantial increase in the fares and goods rates of the Italian State Railways was decided upon by the Council of Ministers at Rome on March 16. Passenger fares are to be doubled. The increase in goods rates will range from 75 to 250 per cent. The increase in operating expenditure is stated to be some 1,000 per cent., compared with the pre-war level.

Paris-Mulhouse Service Resumed

The railway service between Paris and Mulhouse was restored on February 28. One "Micheline" a day is operated in each direction, and the journey takes more than ten hours, which is about the same as the night express train required in 1943. Before the war, the fastest train covered the distance in 5 hr. 33 min.

Finnish Reparation for Soviet Union

According to recent reports from Helsinki, more than 100 locomotives and some 3,500 railway vehicles of all categories, which were taken by the Finns in the course of the second Russo-Finnish war, have been returned to the Soviet Union in compliance with the terms of the Russo-Finnish armistice agreement. Apart from this, the Finnish State Railways and privately-owned railways lost 12 per cent. of their locomotive stock, which had to be surrendered to the Soviet Union as belonging to the railway system located in the territory Finland ceded to the U.S.S.R. As 34 per cent. of the Finnish goods rolling stock was either destroyed or rendered unserviceable as a direct result of the war, the Finnish railways are experiencing a severe shortage at present. Before the war the Finnish State Railways owned 741 locomotives, 23,731 goods wagons and 1,425 carriages. They are of the 5-ft. gauge, the same as Russia.

Destruction of the Schildesche Viaduct

The first ten-ton bomb of the R.A.F. dropped over Germany was aimed at the quadruple-track Schildesche Viaduct to the east of Bielefeld Central Station on the Cologne-Berlin main line. As a result of a direct hit, seven of the large stone arches of the viaduct were totally destroyed. The structure spans a deep narrow valley formed by the Lutter and Schildesche brooks. Including its approaches, the viaduct was nearly one kilometre long and formed an important link in the Berlin-Cologne main route, which is four track throughout, although the four tracks are not always side by side. From Berlin to Hanover two tracks go via Stendal and the other two via Magdeburg, uniting at Lehrte, 10 miles to the east of Hanover. From Lehrte to Hamm, a distance of 120 miles, the track is quadruple, but it

bifurcates at the latter station; the northern branch to Cologne goes via Duisburg, and the southern via Schwerte.

The Schildesche viaduct is located on the quadruple-track section between Herford (59 miles to the west of Hanover) and Bielefeld Central Station (8½ miles further west). The peace-time capacity of this quadruple line was 1,200 trains a day, but it has handled 1,500 trains a day in peak traffic periods.

French Food Transport

The close connection between the French civilian transport problem and the black market was emphasised in the debate on the estimates of the Ministry of Transport & Public Works on February 14 and 15, a report of which has now reached us. M. Deniau, who was Commissioner for Food on the Paris Liberation Committee until the refusal by M. Mayer, the Minister of Transport, of his plan for the mobilisation of transport led him to resign, declared that M. Ramadier, the Minister of Food, had welcomed the plan on the ground that it would cause 80 to 90 per cent. of the black market to disappear. It is clear, he said, that by reason of Allied military needs the number of available railway wagons would remain insufficient to supply Paris with food and that recourse must be had to road transport. At present the number of lorries employed by the food services was insufficient; the machinery for controlling journeys was inefficient; and most of the black market supplies went into Paris on lorries. There was a particular shortage of lorries for use in collecting produce from the farms. M. Deniau, whose plan was backed by the Paris Liberation Committee and almost all the press, urged that all lorries and their drivers should be requisitioned and placed under military law; and that they should be grouped in units organised by the Ministry of Transport and sent off in convoys, the smaller lorries to collect from the farms, and the larger ones to ply between Paris and local centres.

M. Mayer gave as his reasons for refusing this scheme the impossibility of maintaining and servicing groups of lorries of so many different kinds and in different states of repair, although he did intend to try the experiment with lorries seized in black market traffic. He declared that co-ordination between the Ministries of Transport and Food was assured by a joint committee which put lorries at the disposal of the food services, but pointed out that the numbers of police were insufficient to check black market transport. He announced, however, that the 1,200 lorries which were being sent over by the British authorities would be organised in units and sent out in convoy. In this matter he was calling on the help of M. Laboureur, member of the Assembly and organiser of a similar convoy system at the time of the liberation. M. Laboureur stated, amidst applause, that the lorries were already arriving from England and that 30,000 tyres would also be delivered from England during the next two months. He urged that these lorries should be put directly at the disposal of the Minister of Food. The Minister replied that the British lorries had already been put under his authority by the Minister of War.

Communist speakers in the Assembly deplored the spectacle of France calling to the Allies for help when, by reorganising her means of transport, she could find sufficient food for her population. On the other hand, certain sections of the press have shown impatience at Allied lack of understanding of French difficulties.

At the beginning of March M. Ramadier was able to announce that the situation was improving, and if the improvement con-

tinued it would be possible to build up stocks again instead of living from hand to mouth.

Supply Railways in Southern France

From rehabilitated ports on the French Riviera to the borders of Germany the U.S.A. First Military Railway Service is supervising the transport of tons of war supplies daily to support the advances of the U.S. 7th and French 1st Armies. Across this rugged bomb-and-shell-scarred country, defaced by broken bridges and torn tracks, the military railway battalions of the Transportation Corps are rebuilding the communications system of southern France. Civilian-operated trains, under the supervision of American conductor-pilots, are moving over more than 4,000 miles of track in operation by the First Military Railway Service. By January 1, 42 bridges had been reconstructed and more than 800 miles of track as well as four tunnels repaired.

The Forward Echelon of the M.R.S. Headquarters, the 703rd Railway Grand Division, and its veteran operating battalion, the 713th, were the first to land on the beaches on the heels of the combat troops in early August, 1944. After making a survey of the railway lines and equipment, the reconnaissance group reported a great number of bridges destroyed, particularly those connecting the right and left banks of the river Rhone; from Marseilles to Lyons there was not a single communications link. Tunnels, stations, locomotive sheds, signal boxes, and freight sheds had been turned into a mass of rubble. Damage inflicted on the marshalling yards was enormous, all the way from the Mediterranean coast to deep into France. Locomotive equipment and rolling stock were depleted heavily, and only about 10 per cent. of the locomotives running on these French lines before the war were still available.

The reconstruction of vital bridges occupied first place in plans for rebuilding the railways, for without them it would have been impossible to operate in the south of France, where many railways cross deep gorges. With aid received from French civilians of the civil engineering department of the French National Railways and from American 7th Army Engineers, construction crews of the M.R.S. opened a route to the front with very little delay. On the first line to operate after the invasion, a line running from the Riviera north to Grenoble, a blown-up bridge made it necessary to bring supplies by train to the bank of the River Durance, ferry them across, and reload them on a train on the other side. From there they were hauled as far as Sisteron, unloaded again, and conveyed by motor lorry around a demolished viaduct.

There are two main supply routes to the north, one up the Rhone Valley to Lyons and Dijon. Before the war there were double-line railways on both banks of the River Rhone, but the bridges were so completely demolished by the Germans that it was impossible to use the lines on the west bank of the Rhone. The Military Railway Service rapidly rehabilitated the east bank line and it has been the main supply route to the armies in the field. The battered communications system was repaired and maintained by crews from the French National Railways, the U.S. Army Signal Corps, and the signal groups of the M.R.S. While the signal men were replacing the telephone and telegraph facilities, short-wave radio sets were used to keep the trains moving.

American mechanics of the M.R.S. have

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French in the war zones of Southern France. In most instances they are acting only in the capacity of instructors. Many diesel instruction classes are conducted throughout the territory supervised by the Military Railway Service. The large 2-8-0 oil-burning locomotives which proved so useful in Africa and Italy are similar to standard French locomotives, and the French drivers have taken over their working after a period of short instruction.

The 756th Railway Shop Battalion established a workshop in a warehouse 825 ft. long and 156 ft. wide in the dock area of Marseilles. The middle of the building was completely bombed out, and

most of the roof was gone. Concrete floors have replaced rock and asphalt, and operating tracks have been laid. A transfer table has also been installed. A complete air line system has been constructed, consisting of a battery of eight Ingersoll-Rand air compressors with a capacity of 315 cu. ft. a min. each. An air storage tank, and supply lines to the carriage-erection shops and to the pneumatic-tool repair room have also been put in. The electric system of the City of Marseilles was found to be inadequate to carry the load required to operate the shop, so two generators, one of 100 kW capacity and one of 30-kW capacity, with General Electric equipment,

were installed to operate independently as a source of power supply for the shop machines and lighting.

It was intended originally to operate the railways in Southern France under the "three-phase" plan as in Northern France, Normandy, and Brittany. The phases as planned were: 1, Operation by American Military Railways; 2, French civilian operation, under U.S. supervision; and 3, complete operation by the French. The General Commanding the First M.R.S. has said that, from the first, the desire of the French National Railways to co-operate was so wholehearted that it was possible to skip the first step altogether.

British Railway Shareholdings in Road Transport

We set out in the table below the railway shareholdings in the principal passenger road transport undertakings operating in the provinces. It will be seen that investments are profitable in securing a high return. The total sums invested in associated bus companies, as shown in the annual reports for the year ended December 31, 1944, are as follow:—

	£
L.M.S.R.	2,848,180
L.N.E.R.	2,348,532
G.W.R.	2,300,133
S.R.	2,105,675
Total	9,602,520

These amounts do not agree with the totals of holdings shown in the accompanying table, as the former represent the cost of the investments, whereas the table shows the nominal holdings. As the Southern Railway Company's investments in passenger road transport are not charged to capital expenditure, the details are not given in the accounts, but we are enabled to include the figures by courtesy of the company.

In our issue of June 11, 1943, page 580A, we included a folding plate giving details of the organisation of the bus companies in the British Electric Traction Co. Ltd.

and the Thomas Tilling Limited groups at January 1, 1943, and the position there shown remains unaltered.

Goods transport by road is not susceptible of such easy definition, for the railways use their own parcels vehicles, and also have large investments in some important firms of goods hauliers. The four main-line companies have invested £3,183,564 in Hay's Wharf Cartage Co. Ltd. (of which Pickfords Limited is a subsidiary).

The L.N.E.R. holds £84,808 in Currie & Co. (Newcastle) Ltd. and £17,000 in J. W. Petrie Limited; and the L.M.S.R. £142,939 in Wordie & Co. Ltd., and £135,049 in Joseph Nall & Co. Ltd.

RAILWAY SHAREHOLDINGS IN PASSENGER ROAD TRANSPORT AT DECEMBER 31, 1944, SHOWING EARNINGS FOR THE PAST YEAR

Associated company	Issued share capital	L.N.E.R.		L.M.S.R.		G.W.R.		S.R.	
		Holding	Earnings‡	Holding	Earnings‡	Holding	Earnings‡	Holding	Earnings‡
Aldershot & District Traction Co. Ltd.	250,000 Ord.	£	£	£	£	£	£	£	£
W. Alexander & Sons Ltd.*	825,000 Ord.	112,500	35,000	112,500	35,000	—	—	82,721	8,272
	250,000 6½% Par. Pref.	125,000	—	125,000	—	—	—	—	—
Birmingham & Midland Motor Omnibus Co. Ltd.	1,440,000 Ord.	—	—	432,000	64,800	288,000	43,200	—	—
City of Oxford Motor Services Limited	226,000 Ord.	—	—	—	—	113,000	13,560	—	—
Crosville Motor Services Limited	74,000 6½% Cum. Pref.	—	—	412,071	32,966	137,357	10,989	—	—
Cumberland Motor Services Limited	1,100,000 Ord.	—	—	—	—	—	—	—	—
Devon General Omnibus & Touring Co. Ltd.	150,000 Ord.	—	—	49,999	9,000	40,917	6,137	27,279	4,092
Eastern Counties Omnibus Co. Ltd.	150,000 7½% Cum. Pref.	—	—	—	—	—	—	—	—
	756,000 Ord.	184,089	22,091	25,282	3,034	—	—	—	—
	200,000 5% Cum. Red. Pref.	—	—	—	—	—	—	—	—
Eastern National Omnibus Co. Ltd.	900,000 Ord.	225,000	24,750	225,000	24,750	—	—	—	—
East Kent Road Car Co. Ltd.	450,000 Ord.	—	—	—	—	—	—	151,355	12,108
East Midland Motor Services Limited	200,000 6½% Cum. Pref.	—	—	—	—	—	—	—	—
East Yorkshire Motor Services Limited	250,000 Ord.	83,333	11,666	41,667	5,833	—	—	—	—
Hants & Dorset Motor Services Limited	300,000 Ord.	149,362	22,404	—	—	—	—	213,556	38,440
Hebble Motor Services Limited	550,000 Ord.	—	—	—	—	—	—	—	—
	150,000 6½% Cum. Pref.	—	—	—	—	—	—	—	—
Hightland Transport Co. Ltd.†	120,000 Ord.	15,000	2,250	45,000	6,750	—	—	—	—
Lincolnshire Road Car Co. Ltd.	35,000 Ord.	—	—	14,875	1,312	—	—	—	—
Maidstone & District Motor Services Limited	200,000 Ord.	79,931	7,993	19,985	1,998	—	—	263,492	29,643
Northern General Transport Co. Ltd.	750,000 Ord.	—	—	—	—	—	—	—	—
	200,000 6½% Cum. Pref.	—	—	—	—	—	—	—	—
North Western Road Car Co. Ltd.	831,081 Ord.	365,767	36,577	—	—	—	—	—	—
	300,000 6½% Cum. Pref.	—	—	—	—	—	—	—	—
Ribble Motor Services Limited	750,000 Ord.	124,444	22,400	248,888	44,800	—	—	—	—
	1,200,000 Ord.	—	—	530,445	53,044	—	—	—	—
Scottish Motor Traction Co. Ltd.	2,005,979 Ord. Stock	251,495	67,065	251,494	67,065	—	—	—	—
	1,000,000 6½% Cum. Pref.	—	—	—	—	—	—	—	—
Southdown Motor Services Limited	750,000 Ord.	—	—	—	—	—	—	242,792	24,279
Southern National Omnibus Co. Ltd.	542,200 Ord.	—	—	—	—	—	—	271,100	18,977
	115,000 Ord.	—	—	—	—	—	—	57,500	9,200
Thames Valley Traction Co. Ltd.	15,000 6½% Cum. Pref.	—	—	—	—	—	—	15,000	900
Trent Motor Traction Co. Ltd.	250,000 Ord.	75,147	7,515	150,293	15,029	85,191	13,630	36,510	5,842
United Automobile Service Limited	540,288 Ord.	—	—	—	—	—	—	—	—
	1,627,233 Ord.	798,412	146,488	—	—	—	—	—	—
Western National Omnibus Co. Ltd.	2,000,000 Ord.	—	—	—	—	1,000,000	—	—	—
	400,000 6½% Cum. Pref.	—	—	—	—	400,000	—	—	—
Western Welsh Omnibus Co. Ltd.	507,500 Ord.	—	—	—	—	253,750	—	—	—
West Yorkshire Road Car Co. Ltd.	787,500 Ord.	195,843	39,169	195,843	39,169	—	30,450	—	—
Wilts & Dorset Motor Services Limited	200,000 6½% Cum. Pref.	—	—	—	—	—	—	30,724	6,145
Yorkshire Traction Co. Ltd.	120,000 Ord.	—	—	—	—	—	—	—	—
	437,500 Ord.	107,289	17,491	107,289	17,493	—	—	—	—
Yorkshire Woollen District Transport Co. Ltd.	24,350 7½% Non Cum. Pref.	4,661	—	4,662	—	—	—	—	—
	528,000 Ord.	88,000	14,080	176,000	28,160	—	—	—	—
Totals ....	....	3,024,895	476,939	3,168,293	450,203	2,318,215	231,966	1,392,029	157,898

* W. Alexander & Sons Ltd. ordinary shares are 15s.

† Highland Transport Co. Ltd. shares are 17s. The L.M.S.R. holds 17,500 ordinary shares

‡ Profits distributed as dividends in 1944

April 20, 1945

The Indian Railway Conference Association

No more grouping or standardisation of organisation?

The 47th session of the Indian Railway Conference Association opened at New Delhi on January 19, 1945, under the presidency of Mr. G. E. Cuffe, B.A. (Cantab.), General Manager, Bengal & Assam Railway.

The President opened his address by welcoming, on behalf of the Association, Sir Edward Bentall, Member for War Transport; Sir Arthur Griffin, Chief Commissioner of Railways; Sir Satyendra Nath Roy, Secretary, War Transport Department; the Financial Commissioner of Railways; the members, directors, and other officers of the Railway Board; and the members of the Central Advisory Council for Railways; who were present as guests of the I.R.C.A. Also on behalf of the Association, he congratulated Sir Arthur Griffin on his appointment as Chief Commissioner, and those railway officers and members of the Association who had received various honours during the year.

Mr. Cuffe next referred with regret to the deaths (already recorded in *The Railway Gazette*) of a number of prominent railwaymen, serving or retired. He also expressed regret at the loss sustained by the I.R.C.A. through the retirement during the year of Messrs. G. C. Laughton, J. W. Gordon, and C. G. W. Cordon, Past Presidents.

The most notable event of the year in the Indian railway world, continued the President, was the final passing of the company-managed railways, the last three Class I lines, the Madras & Southern Mahratta, South Indian, and Bengal-Nagpur having been taken over by the State in the course of the previous twelve months. He also referred to the loss suffered by the I.R.C.A. in the retirement of Sir Leonard Wilson, Chief Commissioner, whose distinguished career had been recognised by the honour of K.C.I.E.

GRATIFYING INCREASE IN TRAFFIC

Mr. Cuffe next alluded to the experiment, early in 1944, of placing a large section of the Assam lines of communication—including a considerable length of his own line, the B.A.R.—under the control of U.S.A. operating battalions. "While it would not be expedient," he said, "to give figures, the tonnage handled on the lines of communication has risen at a rate which has been very gratifying to all concerned. The special problems and unexpected demands that arose last April were all successfully dealt with, and our Indian staff worked most praiseworthy when large sections of our line were threatened by the Japanese, not only on the length where they had United States assistance, but also on another section—which was, perhaps, the most seriously menaced—where the staff were working under B.A.R. officers. I believe we shall obtain some permanent gain from this experiment which will last after the U.S. forces leave us. They have set us a new standard of keenness, determination and cheerfulness, which I am glad to say is proving infectious. Certain U.S. methods, such as hand signalling without flags, I propose to standardise on the B.A.R."

Turning to general railway subjects, the President said that, although he would not enlarge on their wartime difficulties or the steps taken to surmount them, he would point out that Indian railways continued to carry more and more traffic

despite those difficulties, although it was unfortunately at the expense of ordinary public traffic.

Meanwhile, post-war problems were being studied by the Railway Board and by the railways, and some provisional plans had been prepared. One question engaging the attention of the Commercial Committee was the serious problem of post-war rates. Analyses so far prepared indicated that for many commodities telescopic rates on the through mileage could be devised which would not greatly affect the revenue earned by the railways. Such a change would be a valuable simplification, and would, he thought, be welcomed by the business community. The greatest problem, however, was not so much what the rates would be, as how and by whom they would be fixed. "At present," said the President, "each administration has full discretion within certain limits to adjust its own rates. This has worked well in the past. The 20 years between the two world wars have seen the great and rapid expansion of the steel industry in India, and the creation and growth, among others, of the cement and sugar industries. This would have been impossible had the present rate-fixing system not afforded a reasonable degree of flexibility. The good sense and mutual co-operation of the commercial heads of railways has ensured the quotation of special rates sufficiently low to foster the growth of these indigenous industries, but not so low as to result in uneconomic working.

GROWTH OF NEW INDUSTRIES

"We must, however, hope and expect that the growth of new industries and the expansion of existing ones in India after the war will be very much more rapid than it has been in the past, and it is at least doubtful whether the present system will ensure that each new industry, as it gets into production, will have railway rates arranged for it which will give the industry a reasonable chance of obtaining a market in a reasonably wide area. Further, there will be major questions of policy to settle, such as what, in the best interests of India as a whole, should be the relationship between rates for indigenous products and rates for imported goods, or between the rates for goods moving to ports for export and rates for the same goods to markets in India.

"Once the policy of the future Government of India on such questions has been settled, there must be machinery for carrying it out, and I believe that the best course will be to set up a central rate-fixing authority, which would be assisted by subordinate regional authorities at the main business centres. I visualise this organisation developing in a similar way to the present priority control organisation, and it might very well grow out of this organisation after the war. At present the Chief Controller of Railway Priorities and his Regional Controllers arrange what should move and where, by means of orders under the Defence of India Rules and by instructions to the various administrations, fixing the relative priority of various classes of traffic. This is necessary to ensure that the best use, from the point of view of the country as a whole, shall be made of the limited transportation capacity available. After the war, we hope that we shall in reasonable time return to that happy state

where our ability to produce transportation will equal the demand. Then the necessity for the priority organisation will cease, and I suggest that it should then become the central rate-fixing authority."

Continuing, Mr. Cuffe said that he did not favour any further amalgamations of railway systems at this stage, nor any carving up to produce new systems. It would be a mistake after the war to standardise organisation on railways. But in respect of their commercial or sales organisation, he was all in favour of unification, which, he believed, would be greatly to the advantage of the country. The present commercial departments of railways would remain as at present, and most of their activities, including claims work, publicity, catering, and so on, would continue unchanged. It was only the rates organisation that would be centralised. The actual railway administration would only have limited powers to vary local rates to meet local conditions, and would have to refer to higher authorities any questions involving alterations of through rates, or alterations of local rates that might have possible repercussions on other markets. The Regional Rates Controllers, probably centred at Bombay, Calcutta, Madras, and Lahore, with perhaps a fifth at Cawnpore, would have wide powers, and would arrange or vary through rates, carrying out the policy laid down for them by the Chief Controller of Rating in Delhi. All really important rates questions, for instance, variations in coal scales, would, in any case, be referred to the Chief Controller.

"It may be argued," said the President, "that this would make for over-centralisation, and that Provincial Governments and the larger industries would find it even more difficult than they do at present to get their grievances about rates listened to. There is force in this argument; but if the railways are to continue to be owned by the Central Government, which has to find the money for fresh developments and to make good any losses, then surely the Central Government must have the final say in fixing rates and fares. Probably a central rates advisory committee, comprising representatives of Provincial Governments, industries, and agriculture, meeting with reasonable frequency, could keep these points of view well before the Chief Controller of Rating.

MAIN DEVELOPMENT OF TRAFFIC

"This would, in the first instance, apply only to the nine Class I railways, which are at present under State management; the position of the railways owned and managed by the Indian States is different, and they can hardly be expected to take orders from the Government of India on their rating policy. However, the nine Class I railways are at present responsible for about 92 per cent. of the goods ton-mileage handled in India, so that, in any case, the main development of India's post-war traffic will be dealt with by them. Such problems as may arise in connection with rates on traffic interchanged between State and Indian State railways can and will be quickly settled by negotiation, and in this I think that this Association can play a very useful part."

Before leaving the subject, Mr. Cuffe remarked: "Much of what I have said before is, I admit extremely contentious, and I expect there are many in this room as well as out of it who may profoundly disagree with every word I have said on the subject of central rate-fixing. My object will have been attained, however, if I have succeeded in focusing on this

problem the degree of serious attention, on the part not only of Government, but also of railway officers, and leading chambers of commerce, that I know it requires."

The President closed his address with a reference to the good work done by Mr. S. G. Pick, the I.R.C.A. General Secretary, and his assistants, and to Mr. Pick's onerous duties as Director of Wagon Interchange under the Railway Board. The Association had to thank the Board and especially Sir Hugh Raper, Transportation Member, for the general supervision of this vital problem; Mr. Cuffe expressed their regret that this was the last occasion Sir Hugh would be there.

SIR EDWARD BENTHALL'S ADDRESS

Sir Edward Bentham, Member for War Transport, subsequently addressed the conference. In the course of his address he remarked that Mr. Cuffe's views on the machinery of rate-fixing would certainly stimulate controversy. "What appears to be a suggestion that the Railway Board and the railways should be divorced from the control of their revenue-earning machinery is a case in point," the Honourable Member continued. "It is true that in recent years, and particularly in wartime, there has been a tendency for the Government independently to fix maximum and minimum prices for various commodities, but that is the usual limit of Government intervention, and such a state of control already exists on the railways. To place another department of the Government the responsibility for rate-fixing would cut away one of the first responsibilities of the Railway Board and the general managers, namely, that of securing by efficient and economic general control an adequate return on the capital invested in the railways.

"Nor is the prospect of the centralisation of rate-fixing altogether alluring. There is, indeed, the danger that touch would be lost with the business com-

munities and with Provincial Governments. There would be a danger of the growth of an inflexible, unwieldy central machine, which would tend by its very complexity to be a dead hand on development, and particularly when the local co-ordination of road, steamer and rail rates is concerned. With the recent acquisition of company-managed lines, we have unquestionably reached the cross-roads, where we are, for the first time, free to choose which road we shall take in our rating policy. With all the principal railways State-managed, there should be a cessation of rate cutting and manipulation as between company and State railways and consequently an entirely new outlook."

Sir Edward thought there might also be a permanent rates committee of the major railways, consisting of rates experts from the different administrations, which would meet regularly to co-ordinate the fixing of through rates and to study the effect of the rating structure on industries as they developed leaving local rates mainly to the individual administrations.

"Whether or not," said Sir Edward, "a rates advisory committee would be advisable is a matter of opinion. It must not be forgotten that the Government of India Act, 1935, makes provision for an *ad hoc* railway rates committee and a statutory railway tribunal; but until we know what form the new constitution is to take, and in particular what the railway administration of the future is to be, it is not possible to reach any final conclusion on this subject of rates machinery, if, indeed, there is any such thing as finality in such matters. In the meantime, however, we have also to think of the subject in close conjunction with a subject which has been engaging our attention and that of the Provincial Governments during the past few days, namely, the nature of a central organisation for dealing with the co-ordination of road rates with railway rates. The President's stimulating, if controversial, con-

tribution to the subject is extremely valuable, and will, I hope, lead to still more intensive discussion and the formulation of agreed recommendations of the I.R.C.A."

He also said: "The President has rightly stressed as one of the outstanding events of the year the final passing of the large Indian railway companies. It is ironical that a business man who believes in company management should preside at the liquidation, but Government policy was settled many years ago after a long controversy, and it has been our duty to carry out the policy. Nevertheless, I believe that the objection to company-managed railways was fundamentally not so much an objection to company management as to management by a board located in London. It may seem heresy to some opinion to say so, but I would not be surprised if political and other experience did not ultimately result in a reversion of public opinion towards company management under central guidance."

(See also editorial article, p. 384)

The Queensland Railways During the War

The Report of the Commissioner for Railways, Queensland, for the year ended June 30, 1944, to which we made editorial reference in our April 6 issue, includes an interesting table showing a comparative summary of working for the past five years, covering the period of the war so far. From this table, which we reproduce below, it will be seen that the mileage of the system has remained constant at 6,467 miles of 3-ft. 6-in. gauge, and 30 miles of 2-ft. gauge line, totalling 6,497 miles. In addition, there are 69 miles of standard 4-ft. 8½-in. gauge line from South Brisbane to Border Tunnel, enabling traffic from New South Wales to run into Brisbane without transhipment, but the operations of this so-called "uniform-

COMPARATIVE SUMMARY OF WORKING FOR PAST FIVE YEARS (EXCLUDING UNIFORM-GAUGE RAILWAY)

Particulars	1939-40	1940-41	1941-42	1942-43	1943-44	1943-44 Compared with 1942-43	
						Increase	Decrease
Total amount debited to capital account	£40,254,816	£40,786,144	£40,962,266	£41,145,150	£41,553,635	£408,485	—
Amount debited to capital account (opened lines)	£39,397,355	£39,777,812	£39,708,530	£39,783,015	£40,198,880	£415,865	—
Amount debited for interest	£1,662,121	£1,675,495	£1,568,855	£1,580,203	£1,583,193	—	£5,010
Amount debited for interest (opened lines)	£1,626,717	£1,634,073	£1,520,837	£1,535,624	£1,531,577	—	£4,047
Average length of line maintained	6,497	6,497	6,497	6,497	6,497	—	—
Total earnings	£7,936,986	£8,196,018	£11,263,807	£17,148,196	£15,659,891	—	—
Working expenses	£6,254,858	£6,568,732	£8,314,210	£10,993,842	£12,719,237	£1,725,395	£1,488,305
Net earnings over working expenses	£1,682,128	£1,627,286	£2,949,597	£6,154,354	£2,940,654	—	£3,213,700
Working expenses	78-81	80-81	73-81	64-11	81-22	17-11	—
Percentage of working expenses to earnings	78-81	80-81	73-81	64-11	81-22	17-11	—
Percentage of profit to capital (opened lines)	£4 5s. 4d.	£4 1s. 9d.	£7 8s. 6d.	£15 9s. 4d.	£7 6s. 3d.	—	—
Train miles run	14,090,419	14,466,291	16,242,713	19,650,834	19,544,360	—	—
Earnings per train mile	11s. 3d.	11s. 4d.	13s. 10d.	17s. 5d.	16s. 0d.	—	106,474
Working expenses per train mile	8s. 10d.	9s. 1d.	10s. 2d.	11s. 2d.	13s. 0d.	—	1s. 5d.
Interest per train mile (gross capital)	2s. 4d.	2s. 3d.	1s. 11d.	1s. 7d.	1s. 7d.	—	—
Passenger journeys	24,532,228	26,059,005	28,898,791	32,869,263	37,641,152	4,771,889	—
Passenger revenue	£1,573,732	£1,711,371	£2,416,329	£3,799,140	£3,897,895	£98,755	—
Passenger revenue	£716,969	£789,590	£844,150	£1,229,762	£1,410,178	£180,416	—
Parcels and miscellaneous revenue	£352,119	£431,797	£453,220	£493,685	£413,954	—	£79,731
Cool and coke	£340,873	£319,015	£351,485	£454,912	£310,164	—	£144,748
Other minerals	£471,709	£523,427	£626,733	£638,207	£566,206	—	£72,001
Timber	£9,420	£10,041	£16,098	£18,739	£25,474	£6,735	—
Firewood	£1,303,502	£1,283,292	£1,282,467	£1,278,843	£1,279,181	£338	—
Agricultural produce	£499,337	£473,930	£646,419	£691,179	£602,900	—	£89,077
Wool	£1,900,474	£1,831,406	£3,654,573	£7,615,629	£6,260,322	—	£1,355,307
General merchandise	£768,851	£822,149	£972,333	£927,302	£893,617	—	£33,685
Livestock	£5,646,285	£5,695,057	£8,003,328	£12,119,294	£10,351,818	—	£1,767,476
Total goods revenue (including livestock)	5,418,823	5,508,166	5,581,292	6,231,801	5,997,811	—	233,990
Total tonnage—Departmental	736,995	886,285	955,491	1,026,037	1,064,945	38,908	—
Engines	758	769	737	725	769	44	—
Carriages (total)	1,082	1,090	1,089	1,086	1,090	4	—
Suburban	235	237	236	236	236	—	—
Lavatory	614	620	621	619	623	4	—
Others	233	233	232	231	231	—	—
Rail motors, trailers, etc.	210	212	211	208	208	—	—
Wagons	18,803	18,994	19,058	19,556	20,540	984	—
Brake vans	183	183	183	182	184	2	—
*Miles open for traffic, June 30	6,497	6,497	6,497	6,497	6,497	—	—

* Includes 30 miles of 2-ft. gauge

gauge railway" are excluded from the figures.

The gross earnings on the South Brisbane-Border section of the uniform-gauge railway amounted to £770,380, or £108,344 below the figure for 1942-43. The working expenses, including interest on rolling stock and depreciation on permanent-way assets, were £464,504, compared with £415,457 in the preceding year. The net revenue totalled £305,876, which was £157,391 less than in 1942-43.

Paying goods traffic conveyed on the uniform-gauge railway (including 164,560 tons transhipped to and from the 3-ft. 6-in. gauge system) amounted to 733,673, an increase of 69,479 tons, compared with 1942-43. The earnings from this traffic amounted to £489,537, a decrease of £121,717. It will be observed that, while there was an increase in the tonnage of goods carried, there was a decrease in the revenue derived therefrom, brought about by reductions in freights charges.

British Thomson-Houston Co. Ltd.

The fiftieth ordinary general meeting of the British Thomson-Houston Co. Ltd. was held recently at Crown House, Aldwych, London, W.C.

Mr. Henry N. Sporborg, Chairman of the company, who presided, said that as to the future, there was ample evidence of the demand for the products of the company, and there could be no question of the potential capacity of the electrical industry to meet that demand and contribute substantially toward the great national need for increased exports. Overseas purchases, however, had made it clear that, both as to technical performance and price, products must be competitive with those offered by foreign manufacturers, and it remained to be seen whether, under existing conditions, that test could be met. As to technical performance, Mr. Sporborg

thought it was recognised that the company's products could compete in efficiency with those obtainable in any foreign country; but as to price, the position was less favourable, resulting entirely from the cost of raw materials and the rate of productivity of labour. Over many years there had been steady improvements in the technical efficiency of apparatus for the generation of electricity. This improvement had resulted in a very substantial increase in the amount of electricity produced per ton of coal consumed. Unfortunately the price of coal had increased to such an extent that the entire economic benefit of that improvement in efficiency had been nullified.

The high price of coal handicapped not

only the electrical industry, but every industry that depended on coal production. It reacted again on the electrical industry in the price of steel, which entered so largely into the company's products, as the price of steel had risen in proportion to the great increase in the price of coal. It was important to realise that the national plans for the improvement of social conditions were all dependent on the ability to secure the great increase in exports necessary to maintain the policy of full employment. A fundamental condition for accomplishing this was the ability to secure raw materials at prices which would enable the company's products to be competitive, both in price and performance, with those offered by overseas manufacturers.

L.N.E.R. Experimental Booking Office

Recent structural alterations at Welwyn Garden City Station, which called for the provision of ticket issue facilities on the east end of the footbridge, have given the L.N.E.R. the opportunity to install experimentally a new type of booking office. If successful, it will be the prototype of many others that will be needed when the post-war station improvement plans of the L.N.E.R. are put into operation. The following modern features are under test:—

- (1) A series of "Bellmatic" units for the storage of tickets;
- (2) A colour code for the quick identification of tickets;
- (3) A "Roltic" ticket-issuing machine for the heaviest issues;
- (4) A denominational till of new design with automatic locking device;
- (5) A "hopper and check" type booking window;
- (6) A standardised book rack;
- (7) A staff coupé containing personal lockers and small water-heater.

The Bellmatic units, provided by the Bell Punch Co. Ltd. each hold a hundred tickets. They take the place of the usual ticket tubes which, if installed, would have

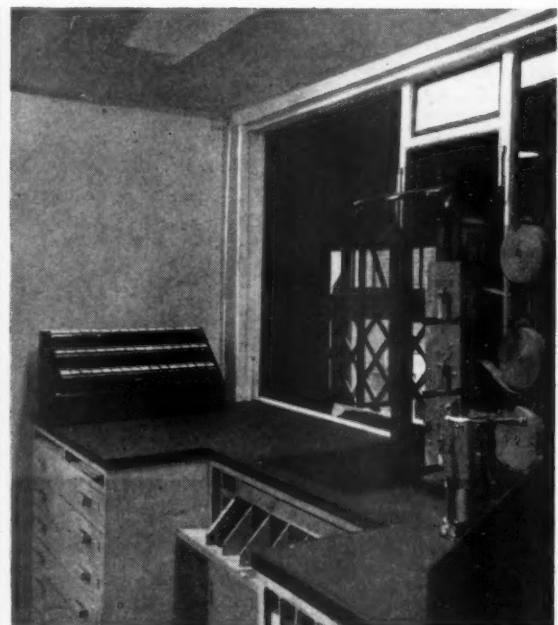
obscured the front of the office. Each unit is self-contained and dustproof and, when standing in the rack, is held rigidly without fixing but can be withdrawn and replaced with ease. At the top of each unit is a plunger which, when pressed by the thumb, automatically ejects a ticket. In the Bellmatic unit the number of the next ticket always is visible and, when closing numbers have been "taken off" for accountancy purposes, the top ticket can be plunged forward as an indication and is locked securely until required for issue. The refilling of a unit, from the back, is the work of a few seconds and, when a stock of more than a hundred tickets to one destination is necessary, as many units as required may be added.

The front of the office, which is of clear glass, is fitted with a window of the hopper and check type as used by the London Passenger Transport Board. This permits audible communication between passenger and clerk, provides a hygienic glass barrier and contributes substantially towards the elimination of draught. The office has fluorescent illumination over the booking counter and the whole interior is decorated in a light colour scheme.

Booking Office Improvements at Welwyn Garden City, L.N.E.R.



The Bellmatic ticket machine



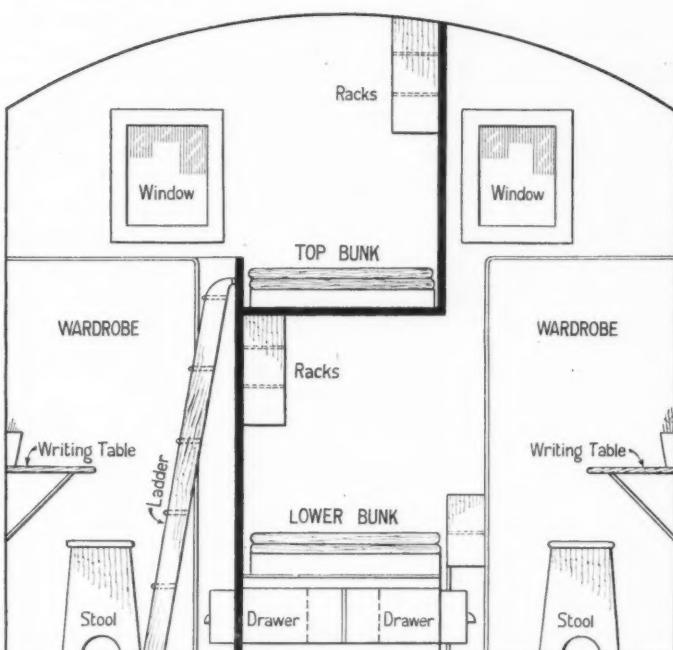
General view of interior of counter

Improved Sleeping Cars for Victorian Railway Workers

Reference was made in the Report of the Victorian Railways Commissioners for the year ended June 30, 1944, to the fact that fifteen workmen's sleeping cars had been completed during the financial year. Further sleeping cars for workers are now under construction, and include various improved features to increase the comfort of the sleeping accommodation of men engaged on jobs away from their homes. For the first time provision is made for hot or cold showers. The general arrangement of these vehicles is shown by the accompanying sectional drawing.

Each car is equipped for the accommodation of four men, and an interesting departure from the previous type of car is that each sleeping bunk is provided in a separate cubicle—two bunks at each end of the car, one above the other—giving additional comfort and privacy. The man in the upper berth reaches his bed by a small ladder similar to that used in passenger sleeping cars, and each had his own wardrobe, 5 ft. by 2 ft. 6 in. wide, a writing table with stool, racks for small articles, and a large drawer for each man placed under the bottom bunk. A one-fire stove not only supplies heat for cooking, but also furnishes the necessary hot air for rapid drying of wet clothes in a special locker erected against one of the cubicle partitions.

A table with forms is placed against the other partition, and against the outer wall is a large provision locker. In handy reach above the table are crockery racks and a store cupboard. The shower cubicle has been devised to provide the maximum of service in a minimum of space. Water for the shower is pumped to a roof tank by a semi-rotary pump from a 50-gal. tank mounted on the underframe of the car.



An ingeniously arranged interior provides improved accommodation for workers on the Victorian Railway

The actual floor of the shower recess is 2 in. lower than the floor of the car. When the shower is in use, the section of the car floor covering the shower recess lifts up and provides a shallow wall around the recess to prevent any excess water flowing on to the floor of the car.

This new rolling stock should prove of even greater importance to the staff of the Way & Works Branch than would otherwise be the case, in view of the projected gauge conversion of the Victorian Railways system, which formed the subject of an article in our issue of April 13.

South African Railway Budget

In the course of his speech introducing the railway budget for the financial year 1945-45 recently, Mr. F. C. Sturrock, Minister of Transport, said that revenue for the year was estimated at £61,066,000, leaving a gross surplus of £1,066,000. After appropriations had been made to the betterment fund (£500,000) and pensions fund (£487,000), the expected excess of revenue over expenditure would be £19,000.

The financial year 1944-45 was expected to close with a surplus of £67,000, which the Minister proposed to allocate to the rates equalisation fund.

In framing the estimates last year it had been difficult, Mr. Sturrock said, to determine the effect of conditions on transportation services, but no abnormal change had been expected. The revised revenue assessment for 1944-45 was £58,328,000. Expenditure had increased since the estimates had been framed last year. Estimates of additional expenditure to cover the excess would be presented to Parliament.

Aerodromes appeared as an item of expenditure for the first time. The re-introduction of air services, and their development, especially in the post-war period when inter-territorial international services would be operated, necessitated a departure from the Administration's previous practice of using aerodromes owned by other authorities.

Little or no variation in the commercial and industrial possibilities of the country were expected which might affect the

Administration's finances during 1945-46. Therefore, revenue estimates were based on current receipts plus the 10 per cent. war surcharge. The revenue and expenditure to be expected from various sources were estimated as follows:—

	Revenue	Expenditure
	£	£
Railways ...	57,555,000	56,096,000
Harbours ...	2,123,000	2,674,000
Steamships ...	1,126,000	992,000
Airways ...	260,000	288,000
Aerodromes ...	2,000	10,000

PAST YEAR'S ACHIEVEMENTS

Continuing, the Minister said that the past year had been one of achievement for the South African Railways. What had been considered major accomplishments in previous years had paled into insignificance in comparison with new records. The million-pound-a-week mark in railway earnings was now being passed regularly. A comprehensive scheme of improvements in pay and service conditions had been brought about. System and order had been brought into grading and rates of pay, and a scientific basis of salaries and wages had been applied as a permanent structure on which to operate for the future.

To relieve the shortage of suburban stock, arrangements had been made to undertake the manufacture of 165 suburban coaches in railway workshops, using South African timber whenever possible. The railways had received 881 steel bogie wagons from Canada last year, and 161 steel wagons from Great Britain. In addition, 1,045

wagons had been built in the Administration's workshops.

Architects had been appointed for the proposed railway hotels. The firms selected had agreed to send men overseas to study modern hotel design, and the Minister intended to arrange for officers of the railway administration to accompany them. That would ensure for South Africa first class modern hotels which would stand comparison with any in the world.

DORMAN, LONG & CO. LTD.—Speaking at the annual meeting of Dorman, Long & Co. Ltd., held recently in London, Lord Greenwood, the Chairman, said that projects for development and rehabilitation of the iron and steel industry might well commit it to a capital expenditure of £100,000,000. After an account of the five-years' war effort, including reconstruction of the Menai Straits suspension bridge, Lord Greenwood referred to the severe traffic difficulties, due to war conditions, with which the company had had to contend. The extent to which transport entered into the company's activities was worth mentioning. The operation of Dorman, Long works (excluding collieries) had involved the handling, during the last five years, of approximately 50,000,000 tons of raw and finished materials. Each week, 33,000 railway-owned wagons were handled in inward and outward movements at the company's steelworks alone. In the twelve months to September 30, 1944 the company had paid in railway freights no less than £1,689,976.

Staff and Labour Matters

Earnings of Workers in Industry

The Ministry of Labour has published the results of another half-yearly inquiry into actual earnings covering some 6,000,000 manual wage-earners in the manufacturing industries generally and in some of the non-manufacturing industries. The date of the inquiry was July last and it shows that earnings were at the highest level yet recorded.

The average earnings and the percentage increase over 1938 were:—

	s.	d.	Men (21 years and over) 124 4	80 per cent. increase
Men and boys	47	4	81	" "
Women (18 years and over)	64	3	98	" "
Girls	34	11	89	" "
All workers	96	8	82	" "

The following table shows the stages by which the earnings of men, women, and all workers have advanced:—

		Men	Women	All	
					£ s. d.
October, 1938	...	3 9 0	1 12 6	2 13 3	
July, 1940	...	4 9 0	1 18 11	3 9 2	
July, 1941	...	4 19 5	2 3 11	3 15 10	
January, 1942	...	5 2 0	2 7 6	3 17 9	
July, 1942	...	5 11 5	2 14 2	4 5 2	
January, 1943	...	5 13 9	2 18 6	4 7 11	
July, 1943	...	6 1 3	3 2 2	4 13 7	
January, 1944	...	6 3 8	3 3 9	4 15 7	
July, 1944	...	6 4 4	3 4 3	4 16 8	

		Motor vehicle	Shipbuilding	Engineering	
					s. d.
Men	...	149 11	144 10	129 2	
Youths	...	56 11	48 9	48 7	
Women	...	82 10	72 8	70 6	
Girls	...	46 5	—	40 6	

The highest level of earnings was in the motor vehicle, cycle and aircraft group. The weekly averages with those of shipbuilding and ship repairing, and general engineering, were as above.

The railways were not included in the inquiry but the following information which is taken from the March returns rendered to the Ministry of War Transport is quoted:—

The average earnings shown below include war bonus, piecework payments and tonnage bonus, payments for overtime, Sunday duty and night duty, and all other payments for work performed, but exclude travelling and out-of-pocket expenses, and meal and lodging allowances. In calculating the averages, the total amount of wages paid at each date has been divided by the number of staff receiving wages for the full week combined with the equivalent number of full-time workers where employees were paid for less than the complete week.

It will be seen that the average earnings in March, 1944, showed increases, as compared with the corresponding averages for March, 1939, of 66 per cent. for men and 40 per cent. for youths and boys. In March, 1944, however, the average age of the youths and boys covered by the returns must have been lower than in March, 1939, due (a) to the effects of recruitment for the Forces, and (b) to the fact that considerable

week; for youths and girls they varied from 1s. 3d. to 2s. 6d. a week.

Dredging and Tugboat Staff

The Chairman of the Railway Staff National Tribunal recently has issued his decision on a claim submitted to him by the National Union of Railwaymen that the National Agreement of December 1, 1920, relating to the rates of pay and conditions of service of dredging and tugboat staff and the agreement, dated March 19, 1921, in regard to rates of pay and conditions of service of staff employed on small passenger steamers, tenders, ferry boats and lake steamers, should be revised.

The Chairman's decision is that as from the first pay day following March 29, 1945—

- (i) the present composite war wage of the dredging and tugboat staff covered by the Memorandum of Agreement dated December 1, 1920, and of the staff employed on small passenger steamers, tenders, ferry boats and lake steamers covered by the Memorandum of Agreement dated March 19, 1921, shall be increased by 4s. 6d. a week;
- (ii) the agreement between the railway companies and the National Union of Railwaymen embodied in R.S.C. and N.U.R. Minute No. 367 of May 3, 1929, in the following words "except that the minimum payment to men living on board should continue to be one hour at overtime rate" shall cease to have effect;
- (iii) that all men while engaged on (a) dredging in docks and/or (b) carrying spoil dredged from docks to depositing ground be paid "dirt" money at the rate of 1d. (three-halfpence) an hour for all time worked.

On the evidence adduced the remainder of the claim has not been established.

Rates of Pay on Colliery Railway

The National Arbitration Tribunal recently has rejected a claim of the National Union of Railwaymen that the rates of certain men employed in the grades of driver, fireman and shunter—agreed by the Harton Coal Co. Ltd.—should be revised to bring them into conformity with the rates of wages of men similarly employed on the main-line railways.

The award of the tribunal states that statements were made and documents submitted as to: the duties of the three workmen, being duties concerned solely with the coal traffic from the company's Boldon Colliery by way of the London & North Eastern Railway to the company's Hilda Hall sidings, a distance of approximately three miles; the extent to which the working is over the London & North Eastern Railway main-goods line, over which the company has running powers; the employment of the three men as a regular day turn train crew on a maximum of four journeys in each direction; the terms of an Agreement dated September 1, 1928, made between the company and the union concerned in the claim governing the wages and working conditions of the locomotive drivers, firemen and guards employed on the above duties; the provision in the agreement whereby the rates are subject to any advance or reduction as agreed to from time to time between the London & North Eastern Railway Company and the representatives of the National Union of Railwaymen; the

numbers of male juniors in the higher age groups were employed in adult positions and accordingly were included in the returns as men. It should be noted that the average earnings shown in the table below do not include increases in war bonus, and so on, which took effect from April 17, 1944. For men and women employed in the conciliation grades and in railway workshops those increases amounted to 5s. a week.

Department	Average earnings of wage-earners in one week			Average increase in March, 1944, compared with March, 1939
	March, 1944	March, 1943	March, 1939	
Men—				
Conciliation staff	107 3	98 9	67 8	58
Shop and artisan staff	132 8	124 8	71 3	86
Other staff	127 7	113 11	72 8	76
All men	114 0	105 4	68 9	66
Youth and boys—				
Conciliation staff	38 4	36 2	30 10	24
Shop and artisan staff	44 1	42 8	25 10	71
Other staff	27 10	35 0	24 2	57
All youths and boys	40 4	38 6	28 10	40
Women—				
Conciliation staff	75 5	70 2	*	—
Shop and artisan staff	92 9	85 9	*	—
Other staff	67 5	62 1	*	—
All women	79 8	74 2	*	—
Girls—				
Conciliation staff	40 10	38 9	*	—
Shop and artisan staff	58 2	53 0	*	—
Other staff	*	*	*	—
All girls	50 2	47 5	*	—

* The number employed was insufficient to provide a satisfactory basis for general averages.

examinations which the London & North-Eastern Railway Company requires the men working on these duties to pass; the inclusive wages payable under the above agreement to each of the workers concerned as compared with the inclusive wages payable to workers of similar grades by the main-line railway companies; the death of the fireman A. Haswell in October, 1944, and his replacement by another fireman at the same rate of wages; the duties under the agreement which the workers are required to undertake which are additional to those which drivers, firemen and guards of the main-line companies are called on to perform; the submission of the union that the work performed by the three men is equal, both as regards responsibility and importance, to that carried out by employees of similar grades in the main-line railway companies; the views of the respective sides as to the reason why the rates in the agreement were fixed at a lower level than the then existing rates for the general body of railway workers in the corresponding occupations; and the contention of the company that the working conditions of the drivers, firemen and guards concerned have not changed since 1928.

The tribunal finds that the claim has not been established.

Questions in Parliament

Train Explosion (Bootle, Cumberland)

Mr. Frank Anderson (Whitehaven—Lab.) on March 29 (by private notice) asked the Parliamentary Secretary, Ministry of War Transport, whether he could state the cause of the explosion that occurred on March 22 to a southbound train near Bootle Station, Cumberland, causing the death of an L.M.S.R. engine driver and damage to adjacent private property, and also whether any steps had been taken to prevent a recurrence of this sort of accident?

Mr. Speaker: The Minister is not present now, and therefore will have to give an answer when he arrives.

Mr. Gallacher (Fife—Com.): On a point of Order. As we had a similar experience yesterday with a Minister, would it not be possible to apply the Essential Work Order?

Railway Wagons Shortage

Mr. E. H. Keeling (Twickenham—C.) on April 10 asked the Minister of Fuel & Power whether his attention had been called to the serious loss of coal output in the Nottinghamshire district during the last three months because of the lack of railway wagons; how this compares with the loss in the country as a whole; and what steps he had taken to improve the supply of wagons in this district.

Major G. Lloyd George (Minister of Fuel & Power): Yes, Sir. I am aware of the serious loss of output which has occurred in the Nottinghamshire district during the last three months because of the lack of railway wagons. This loss represents about 28 per cent. of the loss in the country as a whole. These losses are accounted for mainly by railway operational difficulties arising from a number of causes including severe weather and heavy sickness among train crews. I am in constant touch with the Minister of War Transport and the railway authorities on this matter, and I am glad to say in the last few weeks there has been a substantial decrease in losses from this cause.

Mr. S. Cocks (Broxtowe—Lab.): Can the Minister say how many tons he estimates have been lost, how many miners are unemployed in Nottinghamshire, and how

much has been paid in wages without any results?

Major Lloyd George: I cannot answer that question without notice. It varies from week to week, and the greatest loss occurred during the period of very severe weather when no work at all was possible. If Mr. Cocks would like to know I will get the figures for him.

Forces' Transport in Liverpool

Mr. B. V. Kirby (Liverpool, Everton—Lab.) on March 21 asked the Secretary of State for War why members of His Majesty's Services, including men from the B.L.A. and female nurses arriving at railway stations in Liverpool, on the morning of Sunday, March 11, had to wait for transport to their homes from 3.30 a.m. to 5.30 a.m.; and would he take steps to ensure that this special night transport, for Service personnel only, was not again held up in this way.

Major Arthur Henderson (Financial Secretary to the War Office) stated in a written answer: Two buses are made available by the Liverpool Corporation every night at Lime Street Station, in addition to the private cars of the "Get You Home Service," to take men and women of the Services to their homes in the early hours of the morning before normal transport services begin. During the night in question 130 Service passengers were taken by these buses alone to various parts of Liverpool and to Birkenhead. Three officers and 158 other ranks arrived at 5.15 on the morning of March 11 on B.L.A. leave. Sixty-five of this total dispersed locally with the aid of 17 cars arranged under the "Get You Home Service," the balance dispersing without incident by early public train and bus services. It has not been possible to obtain any information as to the delays referred to by Mr. Kirby except that the Information Bureau for the Services, which is open day and night on the station, is not aware of any cases of Service men or women being held up.

Travel Facilities for Hospital Visits

Mr. L. D. Lipson (Cheltenham—Ind.) on March 20 asked the Secretary of State for War if parents were given railway tickets at reduced rates to enable them to visit their wounded sons in hospital.

Sir James Griggs (Secretary of State for War): Yes, Sir. Under a concession granted by the railway companies, railway tickets, at reduced rates, for the journey to and from the hospital are available for parents and certain other relatives of members of the Forces lying ill or wounded in hospitals in the United Kingdom. If the patient is dangerously ill, free travel at public expense to the hospital is admissible for two persons, one of whom must be a relative.

Guayaquil & Quito Railways Bonds

Major J. P. Morris (North Salford—C.) on March 28 asked the Secretary of State for Foreign Affairs if he would cause inquiries to be made why the Guayaquil & Quito Railway bonds were in default of interest payments since 1929 totalling to July 1943, \$16,351,000, in the case of the 4 per cent. Ecuador Salt Bonds for the same period \$285,138 and in the case of the 4 per cent. Ecuador Gold Condors £67,077, in view of the fact that on December 31, 1944, the Ecuadorian Government had credit balances of \$12,000,000 in New York and £185,000 in London.

Mr. Anthony Eden (Secretary of State for Foreign Affairs) stated in a written answer: I cannot, of course, accept responsibility for the accuracy of Major Morris's figures, but no doubt Ecuador has considerable holdings of foreign exchange at the present time. Prolonged efforts have been made by the

Council of Foreign Bondholders, with the support of His Majesty's Government, to induce the Ecuadorian Government to make an offer of settlement of the external debt which could be recommended to the bondholders. The existence of the resources to which my Honorable Friend refers would, of course, obviate any difficulty of transfer. Hitherto, no such offer has been forthcoming, but because of the repeated assurances of the President of the Republic and responsible Ecuadorian Ministers of their desire for a settlement His Majesty's Government consider that it has a right to ask that at some suitable early date the requisite action will be taken to restore confidence in the guarantees freely given by the Ecuadorian Government in the past.

L.P.T.B. Loading Staff

Mr. W. J. Brown (Rugby—Ind.) on March 15 asked the Minister of Labour whether he was aware that the loading staff employed by the L.P.T.B. were, with two exceptions, members of the National Passenger Workers' Union, which had applied to him to establish appropriate machinery for discussing these workers' claims, or for their reference to the National Arbitration Board; that both applications had been refused; that the union had been told that they had the alternative of accepting these decisions or of calling a strike; and whether he would take steps to see that these workmen were given freedom to belong to the union of their choice and their legal right to access to the National Arbitration Tribunal in default of conciliation machinery.

Mr. Ernest Bevin (Minister of Labour): I am advised that the loading porter grade is covered by the Board's general agreements and that there is ample machinery for determining any question arising. Accordingly, acting under the provisions of the Conditions of Employment & National Arbitration Order, I have requested that the claim should be considered by that machinery and that I should be informed of the result.

Mr. Brown: Is the Minister aware that the agreement to which he refers was never submitted to these men at all; that they are not members of the union and that they have a right to join what union they please and to have the facilities for arbitration which this House has laid down?

Mr. Bevin: I would suggest to Mr. Brown that the House of Commons is not a good place in which to settle internecine war between two unions.

Pensions (Increase) Act

Major-General Sir Edward Spears (Carlisle—C.) on March 22 asked the Chancellor of the Exchequer whether he had concluded his discussions with the railway companies with a view to supplementary allowances to railway pensioners comparable to those provided for other classes of pensioners under the Pensions (Increase) Act being paid; and what was the result of them.

The Chancellor of the Exchequer (Sir John Anderson): I have had no discussions with the railway companies on this subject. The late Financial Secretary to the Treasury and I made it clear, in the course of the debate on the Pensions (Increase) Bill, that this was primarily a matter for the railway companies, but that, if they desired to make representations to the Government on this question, I will give them careful consideration.

Sir E. Spears: Has the Chancellor of the Exchequer drawn the attention of the railway companies to the matter? Could he not suggest to the railway companies that they broach the subject with him?

Sir J. Anderson: I made my position perfectly clear.

April 20, 1945

Notes and News

Craven Bros. (Manchester) Ltd.—The net profit of Craven Bros. (Manchester) Ltd. for the year 1944 was £70,366 (£69,235). The final dividend was 15 per cent. making 20 per cent. (same), less tax, for the year.

Davis & Timmins Limited.—A final dividend of 20 per cent., making 30 per cent. (same) for the year ended December 31, 1944, has been declared on the ordinary capital of Davis & Timmins Limited.

South African Railways New Airport.—It is reported that a temporary international airport is to be constructed by the South African Railways Administration on 700 acres at Palmetfontein, near Germiston at a cost of approximately £100,000.

United Steel Companies Limited.—An offer has been made by United Steel Companies Limited to acquire the shares of the Yorkshire Engine Co. Ltd. on the basis of £22 for each £25 ordinary share, £22 paid, and to pay off the £5 fully paid preference shares, together with seven years' dividend arrears.

Mexican Purchases of Railway Equipment.—It is reported that the purchase of equipment up to 20 million dollars has been approved by the board of the National Railways of Mexico. The equipment, it is stated, will include locomotives and freight and passenger vehicles to be bought in the U.S.A. as quickly as can be arranged.

Birmingham Railway Carriage & Wagon Co. Ltd.—The profit of the Birmingham Railway Carriage & Wagon Co. Ltd. for the year ended December 31, 1944, was £85,016 (£78,894) after providing for taxation. The amount allocated to war and contingencies reserve was £40,000 (same). The ordinary dividend was 7½ per cent. (same). The amount carried forward was £92,916 (£93,244).

Assam Railways & Trading Co. Ltd.—The Assam Railways & Trading Co. Ltd. has now given notice that pursuant to the resolution passed at a meeting of holders of the 5½ per cent. mortgage debenture stock of the company on April 5, it intends to redeem the whole of the stock at the rate of £108 for each £100 on May 9. The resolution had authorised the redemption to be effected on or before July 1, 1945, on one month's notice to stockholders.

Canadian National Railways in 1944.—Operating revenues of the Canadian National Railways in 1944 were \$441,147,000, the highest in the company's history, according to the annual report tabled in the House of Commons on April 12, quoted by Reuters. The corresponding figure for 1943 was \$440,615,954. For 1944 a cash surplus of \$23,027,000 was turned over to the Federal Treasury, after payment of interest due to the public and the Government, compared with \$35,639,412 for 1943. The system carried 80,851,000 (80,426,781) tons of freight and 35,938,000 (34,500,731) passengers.

Guest Keen Baldwins Iron & Steel Co. Ltd.—The trading profit of Guest Keen Baldwins Iron & Steel Co. Ltd. for the year ended December 31, 1944, including dividend from a subsidiary company and after provision for taxation, was £693,282 (£684,141). Depreciation absorbed £375,000 (same) and debenture interest and redemption £112,500 (same), 5 per cent. note interest and redemption amounted to £36,360 (same) and directors' fees £4,432 (£4,316), leaving net profit of £164,990 (£155,964). The dividend on the ordinary shares, less tax, was at 6 per cent. (same)

and the 6 per cent. preference dividend, less tax, absorbed £39,053 (same). The amount carried forward was £112,640 (£96,953).

Westinghouse Air Brake (U.S.).—The total income of Westinghouse Air Brake (U.S.) for the year 1944 was \$22,801,812 (£17,903,633); the net income totalled \$5,330,252 (£4,514,914). Dividends absorbed \$3,964,633 (same), leaving a surplus of \$1,365,619 (£550,281).

Vulcan Foundry Limited.—The profit of the Vulcan Foundry Limited for 1944 was £221,810 (£169,113). Provision for taxation was £195,796 (£144,833). The dividend on the ordinary shares was at 5 per cent. (same), less tax, for the year. The amount carried forward was £45,451 (£44,526).

Baldwin Locomotive Works (United States).—The consolidated preliminary net profit of the Baldwin Locomotive Works for 1944, after provision for taxation, was \$5,264,465 (£4,840,157). Preference dividends absorbed \$163,029 (same) and the balance, equal to \$3.81 (£3.67) per common share, allocated to common share dividends was \$1,959,512 (£1,902,427). The surplus was \$3,141,924 (£2,774,701).

Broom & Wade Limited.—After an announcement, earlier this year, of an intention to issue a further portion of the authorised capital, Broom & Wade Limited (manufacturers of contractors' plant), has now obtained provisional consent to an issue of 222,000 new ordinary 5s. shares. These are to be offered to ordinary shareholders at the rate of 22 new shares for every 100 held. The company's dividends have been 22½ per cent. for several years.

Spanish Railway Performance in 1944.—According to recent reports from Spain, the traffic on the Spanish broad-gauge lines attained in 1944, on an average, the same operational results as before the Civil War. There were 109,500,000 passengers and 23,000,000 metric tons of goods conveyed over the system. The number of wagons loaded averaged 57,700 a week. Four lines under construction are to be opened in the current year including Madrid-Burgos and Gijón-Zamora lines.

Marianao & Havana Railway Co. Ltd.—The 1944 accounts of the Marianao & Havana Railway Co. Ltd., which has a working agreement with the United Railways of the Havana & Regla Warehouses Limited, showed a net profit of £3,395 (£3,359). The amount brought in was £8,078 (£7,719). The interim dividend of 1 per cent. (same) absorbed £1,000 and the final dividend was at 2 per cent. (same) making 3 per cent. (same) for the year. The amount carried forward was £8,473.

British Insulated Cables Limited.—In his statement, circulated with the report and accounts of British Insulated Cables Limited, Sir Alexander Roger, K.C.I.E., the Chairman, expressed the opinion that the continuation of certain types of government control was admittedly necessary for the time being but in the Prime Minister's words "No restriction upon well-established British liberties that is not proved indispensable to the prosecution of the war and the transition from war to peace can be tolerated. Control for control's sake is senseless." The primary duty of the Government was in solving, in collaboration with other trading nations, such problems as international currency and international trade, leaving industry to carry on with the operation and enterprise. This position could and should be achieved and the Chairman looked forward with complete

confidence to this country achieving the volume of export business so essential to its future and to that full and gainful employment desired by all.

G. D. Peters & Co. Ltd.—The profit of G. D. Peters & Co. Ltd. for 1944, less expenses, depreciation and E.P.T., was £50,704 (£63,575). The amount brought forward was £33,019 (£22,733). Provision for income tax absorbed £27,000 (£35,000), and £5,000 (same) was transferred to staff

British and Irish Railway Stocks and Shares

Stocks	Highest 1944	Lowest 1944	Prices	
			April 17, 1945	Rise/ Fall
G.W.R.				
Cons. Ord. ...	62½	55	57½	- 1
5% Con. Pref. ...	122½	114	122½	+ 1
5% Red. Pref. (1950) ...	110½	104	105	-
5% Rt. Charge ...	135½	128	135	- ½
5% Cons. Guar. ...	134½	125	133½	-
4% Deb. ...	118½	112	117	+ ½
4½% Deb. ...	118½	114	118½	-
4½% Deb. ...	124½	119	122½	-
5% Deb. ...	137	129½	137	+ ½
2½% Deb. ...	77	73½	76½	-
L.M.S.R.				
Ord. ...	34½	27½	28½	- ½
4% Pref. (1923) ...	64½	55½	59	- ½
4% Pref. ...	81	72½	78½	-
5% Red. Pref. (1955) ...	105½	102	104½	-
4% Guar. ...	107½	99½	103½	-
4% Deb. ...	111½	104	109½	+ ½
5% Red. Deb. (1952) ...	111	108	109½	-
L.N.E.R.				
5% Pref. Ord. ...	10½	7½	7½	-
Def. Ord. ...	5½	3½	3½	-
4% First Pref. ...	68½	55½	58	-
4% Second Pref. ...	35½	28½	29½	- ½
5% Red. Pref. (1955) ...	102½	97½	101½	-
4% First Guar. ...	105½	96½	102½	-
4% Second Guar. ...	95½	88½	96	-
3% Deb. ...	88½	80	87	+ ½
4% Deb. ...	110½	103½	108	-
5% Red. Deb. (1947) ...	105½	101½	101½	-
4½% Sinking Fund Red. Deb. ...	107	104½	105½	-
SOUTHERN				
Pref. Ord. ...	80½	71½	77½	- ½
Def. Ord. ...	26½	23	23½	-
5% Pref. ...	122	113½	122½	+ 1
5% Red. Pref. (1964) ...	117½	112½	115½	-
5% Guar. Pref. ...	134	125½	133½	-
5% Red. Guar. Pref. (1957) ...	115½	112½	115½	+ 1
4% Deb. ...	118	110	116	-
5% Deb. ...	135½	127	135	-
4% Red. Deb. (1962-67) ...	111½	107½	110½	-
4% Red. Deb. (1970-80) ...	112	108½	112½	-
FORTH BRIDGE				
4% Deb. ...	107	103	105½	-
4% Guar. ...	106½	102	105½	-
L.P.T.B.				
4½% "A" ...	125	119	123½	-
5% "A" ...	133½	128	132½	-
3% Guar. (1967-72) ...	99½	98	99	-
5% "B" ...	124½	118½	123½	-
"C" ...	72½	64½	65½	-
MERSEY				
Ord. ...	35½	33	36½	+ ½
2½% Perp. Pref. ...	72	66	70	-
4% Perp. Deb. ...	105	103	107	+ 1
3% Perp. Deb. ...	85½	79½	84	-
IRELAND*				
BELFAST & C.D. Ord. ...	9	6	6½	-
G. NORTHERN Ord. ...	33½	19	26½	-
Pref. ...	49	37	43½	+ ½
Guar. ...	70	57½	70	-
Deb. ...	90½	81½	91½	-
IRISH TRANSPORT				
Common ...	—	—	72½	-
3% Deb. ...	—	—	99½	-

* Latest available quotation

fund. The final dividend was at 7½ per cent., making 15 per cent., less tax, for the year together with a bonus of 2½ per cent. (all same). The amount carried forward was £38,434.

Wellworthy Piston Rings Limited.—The interim dividend on the ordinary shares of Wellworthy Piston Rings Limited is 5 per cent. (same) for the year ending July 31, 1945.

Engineering Components Limited.—The net profit of Engineering Components Limited for 1944, after taxation, was £20,472 (£22,100). The final ordinary dividend was at 15 per cent. making 25 per cent. (same) for the year.

Institute of Distribution.—The Board of Trade has granted a certificate of incorporation to the Institute of Distribution, and it has now been decided to hold its first annual general meeting in June. The Institute is co-operating in the investigation preliminary to a census of distribution, the first ever taken in this country, which is to be complementary to the census of production. Dr. Leslie Burgin, M.P., is President, and Mr. Shaun P. O'Connor Honorary Organizer. The premises are at 22, Charing Cross Road, W.C.2.

Brush Electrical Engineering Co. Ltd.—The net profit of the Brush Electrical Engineering Co. Ltd. for the year ended December 31, 1944, amounted to £147,257 (£175,002). The amount brought in was £11,532 (£10,271). Provision for taxation, less £32,500 over-provided in previous years, amounted to £50,000 (£93,000). The general reserve was increased by £40,000 (£25,654). The final ordinary dividend was at 6 per cent., making 10 per cent. (9 per cent.) for the year. The amount carried forward was £11,560.

Electrification between San Paulo and Jundiahy.—The Government of Brazil has authorised the Brazilian Minister of Transport & Public Works to sign a contract with the San Paulo Railway for covering the electrification of the line between San Paulo and Jundiahy, a distance of 37 miles. Necessary line improvements and the acquisition of operating equipment are authorised. Reference to this project was made in our March 30 issue, page 321.

At Jundiahy the San Paulo Railway connects with the Paulista Railway, already electrified, so that the proposed work will permit through electric operation for the exceedingly heavy traffic between the San Paulo industrial area and the well-developed north-eastern portion of the State; both lines are of 5 ft. 3 in. gauge. The saving of an appreciable quantity of coal and fuel oil is an important consideration in undertaking the work now.

Accident near Belfast: Driver Acquitted on manslaughter charge.—The driver of the motor train on the Belfast & County Down Railway involved in the collision on January 10, 1945, Isaac M'Quillan, was charged on April 10, before Mr. Justice McDermott at Belfast, with manslaughter and pleaded not guilty. He was defended by Mr. C. A. Nicholson, K.C. The prosecution was in the hands of the Attorney-General for

S.R. & "United States Lines"



Admiral Schuirmann in the cab with Lt. J. L. B. Williams

Northern Ireland, Mr. William Lowry, K.C. It was alleged that the driver, knowing that he had passed an automatic signal at danger, failed to exercise the care required by the stop-and-proceed rule applicable on the section concerned. Evidence was given by the Chief Engineer of the railway, Mr. W. A. Hill, the Locomotive Superintendent, Mr. J. L. Crossthwait, various railway employees, and others, concerning the working of the signals, the brakes of the motor train, the traffic regulations, weather and other details. The members of the jury, at their own request, were taken over the line in the train concerned in the accident, less the leading damaged vehicle. The trial lasted until the evening of April 13, when a verdict of not guilty was returned.

S.R. Locomotive "The Blue Funnel."—On Tuesday April 17, another locomotive in the series of mixed-traffic streamline locomotives of the Southern Railway "Merchant Navy" class, was named *The Blue Funnel*. The ceremony was performed at Waterloo Station by Mr. Lawrence Holt.

Contracts and Tenders

Below is a list of orders placed recently by the Egyptian State Railways:—

Associated Lead Manufacturing Co. Ltd. : Lead pipes.

Birmingham Battery & Metal Co. Ltd. : Brass. Buck & Hickman Limited : Screws.

Gwynnes Pumps Limited : Machine parts and spares.

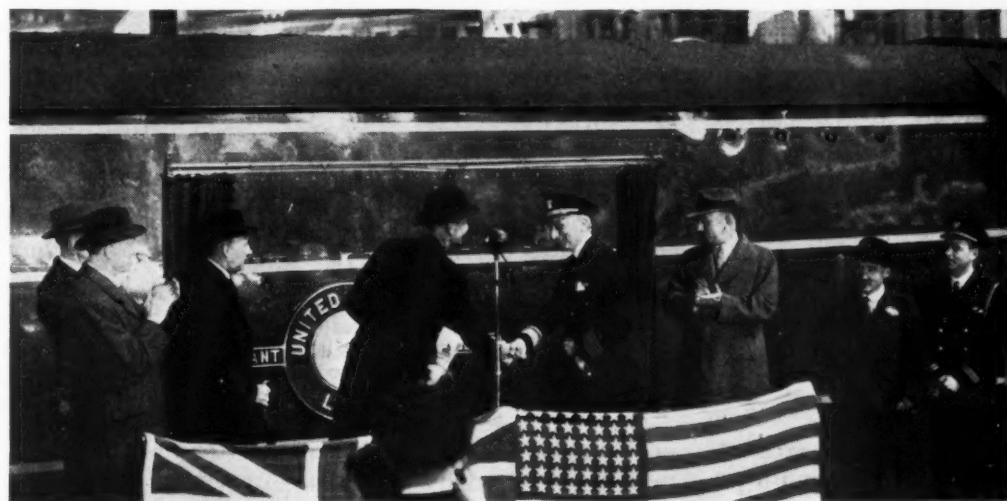
Thos. Firth & John Brown Limited : Steel axles.

Non-Ferrous Metal Products Limited : Tin ingots.

London Emery Works Co. Ltd. : Abrasive emery cloth.

Forthcoming Meetings

April 27 (Fri.).—The Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, S.W.1. 5.30 p.m. "The Co-ordination of Existing Research Data," introduced by Mr. W. A. Tuplin, D.Sc., M.I.Mech.E.



The naming of the Southern Railway "Merchant Navy" class locomotive No. 21C 12, "United States Lines" by Admiral R. E. Schuirmann, U.S.A., was recorded in our last week's issue. Above are (left to right): Mr. O. V. Bulleid, Hon. Clive Pearson, Sir Eustace Missenden, Colonel Eric Gore Browne, Admiral Schuirmann, Mr. T. A. Monroe, the Earl of Radnor, and Lt. J. L. B. Williams

April 20, 1945

Railway Stock Market

The death of President Roosevelt had a restraining influence on stock markets, and earlier in the week the tendency to await Mr. Churchill's war statement was also inclined to make for quiet conditions. Later the impending Budget had a similar effect on markets, but there has been very little selling and the general undertone remained steady under the lead of British Funds. Home rail junior stocks firmed up at one time but later declined on the "pool" figures; on the other hand, there was continued demand for senior preference stocks (which again moved higher) attributed to reinvestment of Australian conversion moneys. These preference stocks still offer yields which compare favourably with those on other stocks carrying similar high-grade investment merits. The "pool" figures, as expected, indicate that wartime receipts have passed their peak, and show an upward trend in the expenses curve, reflecting mainly the higher wages and fuel costs. This rise in expenses has not reached its zenith, and has special implications in relation to a solution of post-war transport problems, particularly the necessity of higher railway charges, stressed at the recent annual meetings. It is, of course, important to bear in mind that the railways are not the only important industry whose peace-time basis will have to be adjusted to meet the upward trend of working costs. Moreover, it should not be overlooked that as to dividends, home railway junior stocks have the protection of the fixed-rental agreement, which is generally

expected to remain in force for at least another two years. It is true that the fixed rental has worked out strongly in favour of the Government, which to date has received over £176 millions therefrom. Judged in relation to the big wartime expansion in receipts, dividends on railway junior stocks have been very moderate; but all factors have to be considered, including the fact that even if air-raid damage to the railways had been on an exceptionally heavy scale, stockholders would have been able to receive dividends equal to those actually paid in recent years.

Argentine rail stocks have been more active than for some time past, but after moving up further on hopeful views of political conditions, there was a sharp reaction, and prices, including those for the debentures were lower on balance for the week. The reaction was caused by publication of the new transport proposals. The latter, it is pointed out, would spell ruin for the railways should they become law, bearing in mind that the scheme appears to favour road transport strongly at the expense of the railway systems.

Among Home Rails, Great Western was 58, compared with 58½ a week ago; on the other hand, the 5 per cent. preference rose further from 120½ to 122½, and the guaranteed stock from 133 to 134, and the 4 per cent. debentures again strengthened at 117. L.M.S.R. declined from 29½ to 28½; but the senior preference was fractionally higher at 78½, although

the 1923 preference weakened slightly at 59. L.M.S.R. 4 per cent. debentures were again higher at 109½.

L.N.E.K. first preference eased to 57½, while the second preference moved back to 29½, compared with 30½ a week ago; guaranteed and debenture stocks remained very firm. Southern 5 per cent. preference was two points up at 122½, the guaranteed stock 133, and the 4 per cent. debentures further strengthened at 116. Southern deferred, however, receded from 24½ to 23½, and the preferred from 77½ to 77½. London Transport "C" was maintained at 65½.

In the Argentine section, Buenos Ayres Great Southern reacted from 13 to 11½, the 5 per cent. preference from 27½ to 26½ and the 4 per cent. debentures from 67 to 63. Buenos Ayres Western ordinary weakened to 10½ and Central Argentine to 8½. Elsewhere, however, Mexican Railway issues showed further gains on continued talk of an offer for the line; the 6 per cent. debentures were 47. San Paulo ordinary was favoured and at 54½ moved higher on balance. United of Havana 1906 debentures rallied to 26½; Canadian Pacific firmed up to 15, reflecting the better tendency which developed in dollar stocks. French railway sterling bonds reacted further in price.

REYNOLD & COVENTRY CHAIN CO. LTD.—An interim dividend of 3 per cent. has been declared on the ordinary capital of the Reynold & Coventry Chain Co. Ltd. for the year to July 1, 1945 (same). For the preceding year the interim was followed by a final dividend of 7 per cent.

Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week ended	Traffic for week			No. of Weeks	Aggregate traffics to date			Shares or Stock	Prices						
			Total this year	Inc. or dec. compared with 1942/3	1943/4		Totals		Increase or decrease		Highest 1944	Lowest 1944	April 17, 1945	Yield % (See Note)			
							1943/4	1942/3									
Antofagasta (Chili) & Bolivia	834	8.4.45	£ 33,490	+	10,590	14	£ 431,720	393,090	+	£ 38,630	Ord. Stk.	13½	9½	11½	NIL		
Argentine North Eastern	753	7.4.45	21,453	+	4,733	40	791,820	649,586	+	142,234	5 p.c. Deb.	6½	4½	8	NIL		
Bolivar	...	174	5,430	—	576	12	16,068	15,953	+	115	6 p.c. Deb.	18½	7½	7½	NIL		
Brazil	...	...	—	—	—	—	—	—	—	—	Bonds	19½	15	22½	NIL
Buenos Ayres & Pacific	2,773	7.4.45	172,333	+	28,333	40	5,799,600	4,765,467	+	1,034,133	Ord. Stk.	7½	3½	6	NIL		
Buenos Ayres Great Southern	5,080	7.4.45	248,000	+	66,934	40	8,976,867	8,160,400	+	816,467	Ord. Stk.	14½	9½	11½	NIL		
Buenos Ayres Western	1,924	7.4.45	68,333	—	8,533	40	3,026,400	2,525,200	+	501,200	...	13½	9½	10½	NIL		
Central Argentine	3,700	7.4.45	198,466	+	22,900	40	7,741,726	6,798,246	+	943,480	...	10½	6½	8½	NIL		
Do.	...	...	—	—	—	—	—	—	—	—	Dfd.	4½	3	4½	NIL
Cent. Uruguay of M. Video	972	7.4.45	31,492	+	2,931	40	1,363,756	1,381,881	—	18,125	Ord. Stk.	5½	4	5	NIL		
Costa Rica	...	262	Feb., 1945	25,615	—	2,810	34	172,502	175,664	—	3,162	Stk.	17½	14½	16	NIL	
Dorada	70	Feb., 1945	26,677	—	5,005	8	58,605	47,692	+	10,913	I Mt. Deb.	101	101	98½	£6 10 10
Entre Rios	...	808	7.4.45	28,633	—	8,566	40	1,053,980	883,980	+	165,000	Ord. Stk.	6½	4½	5½	NIL	
Great Western of Brazil	1,030	31.3.45	25,100	—	1,700	13	358,100	315,000	+	43,100	Ord. Sh.	38½	23½	30	NIL		
International of C.I. Amer.	794	Feb., 1945	£ 200,380	—	£ 71,015	8	£ 385,547	£ 492,439	—	896,892	...	—	—	—	—		
Interoceanic of Mexico	...	...	—	—	—	—	—	—	—	—	Ist Pref.	1½	½	1	NIL
La Guaira & Caracas	...	22½	Mar., 1945	5,393	—	2,311	12	15,910	21,956	—	6,046	5 p.c. Deb.	88	79	78½	£6 7 5	
Leopoldina	...	1,918	7.4.45	45,347	+	5,074	14	636,879	618,740	+	18,139	Ord. Stk.	5½	4½	4	NIL	
Mexican	...	483	7.4.45	568,500	+	ps. 219,800	14	ps. 8,397,000	ps. 5,678,100	+	ps. 2,718,930	Ord. Stk.	4½	3½	4½	NIL	
Midland Uruguay	...	319	Feb., 1945	17,385	—	330	34	13,7623	13,7202	+	421	...	—	—	—		
Nitrate	...	382	15.4.45	8,188	—	116	15	44,413	61,552	—	17,139	Ord. Sh.	75½	65½	71½	£3 10 2	
Paraguay Central	...	274	6.4.45	£ 69,260	—	£ 16,482	40	£ 2,386,043	£ 2,060,049	+	£ 325,994	Pr. Li. Stk.	7½	68	77½	£7 14 9	
Peruvian Corporation	1,059	Mar., 1945	138,377	—	21,175	39	1,170,479	964,686	—	205,793	Pr. Li. Stk.	9	10	9½	—		
Salvador	...	100	Feb., 1945	£ 206,000	—	18,000	34	£ 957,000	£ 984,000	—	27,000	Ord. Stk.	57½	46	54	£3 14 1	
San Paulo	...	153½	—	—	—	—	—	—	—	—	...	—	—	—	—		
Talat	...	156	Mar., 1945	3,325	—	1,420	38	23,370	50,015	—	26,645	Ord. Sh.	21½	13½	12½	NIL	
United of Havana	...	1,301	7.4.45	64,033	—	18,386	40	2,162,647	2,243,684	—	81,037	Ord. Stk.	4	2½	2½	NIL	
Uruguay Northern	...	73	Feb., 1945	1,843	—	406	34	12,387	11,515	+	872	...	—	—	—		
Canadian Pacific	...	17,028	7.4.45	£ 1,146,200	—	12,600	14	£ 15,872,600	£ 16,128,400	—	255,800	Ord. Stk.	17½	13½	15½	£6 14 9	
Barbi Light	...	202	Feb., 1945	20,220	—	4,467	44	243,080	237,600	—	5,480	Ord. Stk.	129½	97½	128½	£3 10 1	
Egyptian Delta	...	607	20.3.45	18,334	—	2,065	50	685,023	603,664	—	81,359	Prf. Sh.	7½	5½	7½	NIL	
Midland of W. Australia	...	277	Feb., 1945	15,394	—	6,189	35	155,340	245,502	—	90,162	B. Deb.	63½	58	62½	—	
Nigeria	...	1,900	27.1.44	395,318	—	30,784	13	—	—	—	101½	Inc. Deb.	99½	96½	£4 2 11		
South Africa	...	13,301	24.2.45	1,008,304	+	134,909	47	43,878,233	39,571,258	+	4,306,975	...	—	—	—		
Victoria	...	4,774	Nov., 1944	1,307,642	—	35,856	—	—	—	—	—	...	—	—	—		

Note. Yields are based on the approximate current price and are within a fraction of ½. Argentine traffics are given in sterling calculated at 15 pesos to the £

† Receipts are calculated at £s. 6d. to the rupee.